







THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 11 MAY, 1883.

Volume VII.
Number 1.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

C. H. THWING & CO. MERCHANT TAILORS, 410 WASHINGTON ST.

Our aim is to give fine goods at medium prices.

O. A. Atkinson.



THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries.

and Fittings, of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{1}{2}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

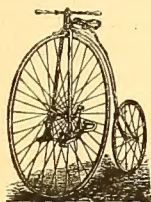
We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.



THE FACILE.

Licensed by Pope Mfg. Co., Sole American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also. A few first-class agents wanted.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 45 Park Place and 12 Murray Street, New York.

For a Meet or Drill, every Club requires a Flag.

Nickel-Plated Flagstaff, with Handle-Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters for Repairs.

Manufacturer of the

YOUTH'S IDEAL BICYCLE

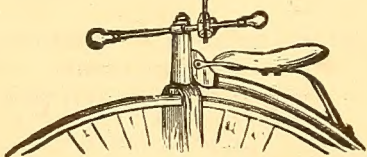
ALARM BELLS,

Five New Patterns.

Importer of the strongest **TIRE CEMENT.**

The trade of jobbers and large dealers specially solicited.

Goods at retail sent only to places where dealers do not handle them.



R. P. GORMULLY,

40 Canal Street - - CHICAGO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

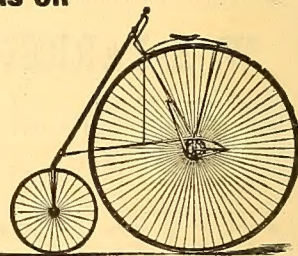
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



ENGLISH

Bicycles and Tricycles,

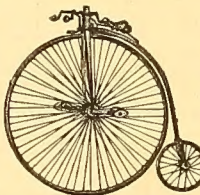
American Sanspareil and American,

Second-hand and Repairing.

Also Cable Fencing.

A. G. POWELL & CO.

218 S. Tenth St., Phila., Pa.



CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with Special regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail 43 cents. **E. C. HODGES & CO.,** 8 Pemberton Square, Boston.

PHOTOGRAPHS.—Wheelmen on the rocks at Newport, large, \$2.00. Bicyclers at Newport, Boston, Chicago, 11 x 14 mount, 50 cents each. The three on one mount, \$1.50.

HARWOOD'S

SAFETY



Nº 3.

STEP.

This improved Step secures a firm and positive foothold while mounting, all danger of cutting the leg or clothing being obviated by the **Safety Flange** and inwardly projecting teeth, the outer edges of which are bevelled, as an additional safeguard.

Three styles are made of different height, and with brackets so shaped as to admit of application to almost every make of bicycle, without drilling new holes in the backbone.

The **Safety Steps** may be obtained of dealers generally or of the Inventor and Manufacturer,

G. F. HARWOOD, Worcester, Mass.

For terms to agents, address as above.

Price, Plain, 50c; Crocus Polished, or Nickelled, 75c.



Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

—BY—

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60

Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—

New England News Co., Franklin St., Boston.

W. C. Scribner, 1108 E St., Washington, D. C.

American News Co., 39 Chambers St., New York.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 77 State St., Chicago.

Garvey's Bi. Agency, 212 No. 12th St., St. Louis.

Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 11 MAY, 1883.

CONTENTS

Editorial; The Facile; That Air of Mystery; Notes	3
Anent the League Meet	4
Hill Climbing Extraordinary	5
Wheel Club Doings	5
Transportation	5
Police and Calliope	5
Essex County League	5
Cleveland Entertainment	5
Racing News	6
Corrente Calamo	6
L. A. W.; Election Returns, etc.	6
C. T. C.	8
Notes, Queries, etc.	9
Fixtures	9

THE FACILE.

DURING the last few years there has been a tendency in the trade to place on the market machines which will draw into wheeldom timid men, those of mature years, or such as, for any reason, do not care to use the ordinary bicycle. It is not long since one was compelled to ride the regular thing or be barred from the pleasures of 'cycling. The first great change in this state of affairs was the importation of quite a number of Extra-

ordinaries by the Pope Manufacturing Company. These machines found quite a ready sale, and they are still imported to a considerable extent by Stoddard, Lovering & Co. The tricycle has been proved to be a practical machine, and all our importers are making a specialty of it, while two large manufacturers are devoting a large share of their attention to the three wheeler. The Facile bicycle scored such a success as a safe and speedy road machine in England last year that Julius Wilcox was induced to undertake its introduction into this country, where he felt its peculiar merits would make it a great favorite, not only among that class who are inclined to look askance at the ordinary bicycle, but among many of the latter's votaries. For several days past we have been riding the Facile, and can say, without hesitation, that it is an excellent mount for any and all purposes. Its lowly appearance is, perhaps, objectionable to such as have a passion for getting as high in the air as possible, but when riding the machine one does not look awkward or undignified.

At first the machine seems a very erratic steerer, but the tendency to wobble soon disappears as one becomes familiar with it. The motion of the feet, which is nearly an arc of a circle, is somewhat peculiar to a user of the rotary movement, and the pedals are kept with some difficulty. It is only for a short time, however, as a few miles serves to initiate one into the motion, which is natural and easy. Unless particularly agile or skilful in handling it, the mounting of an ordinary bicycle, especially on rough roads, is somewhat difficult and tiresome. On the Facile one slides into the low saddle with scarcely an effort, the slightest push being sufficient to obtain the necessary momentum. The pedal, which consists merely of a bar of rubber, seems to afford rather a small foothold, and we fancy that an oscillating pedal of the ordinary shape would be preferable. We are assured, however, that this has been tried, but discarded as possessing no particular advantages. From length of arm we would prefer a larger handle-bar slightly dropped at the ends. This is, however, merely a personal feeling, and would not, perhaps, be of advantage to all riders. We have tested somewhat severely the Facile, and dashed it about over obstructions, and through sand that we should have

carefully avoided on our regular mount. Its hill-climbing facilities have not been over stated, and though we were unsuccessful in mounting a certain hill in this vicinity, we got up far enough to convince us that it was our own want of skill that caused the failure. We are satisfied that the Facile is safe, speedy, and comfortable.

THAT "AIR OF MYSTERY,"

To which we alluded in our "Corrente Calamo" column of last issue, turns out to be only one of the many evidences which daily reach us of the keen and intelligent interest which riders, as a class, take in all that pertains to their sport. It is a gratifying state of things that the lethargy which characterized the early days of bicycling in this country is now so entirely a thing of the past that even a slight change in the private business arrangements of a manufacturing concern like the Cunningham Company (on whom so many of our readers are now depending for the supply of the vehicle they *hope* some day to bestride) cannot be made, or even contemplated, without wheelmen becoming cognizant of the fact. When, during the past week, it leaked out that a large purchase of the treasury stock of the Cunningham Company had been made by a well known Massachusetts wheelman, and that the directors had held a meeting, at which the purchaser had been elected to the important position of secretary of the company, the news spread like wildfire, until the current rumors assumed shapes which bore not the slightest relation to the facts which gave them rise. The ludicrous element in these rumors was intensified by two items; first, that a new bicycle agency had been somewhat suddenly established within two doors of the Cunningham Company's salesrooms; and, second, that the new secretary of the latter company rejoiced in the well-known and everywhere properly appreciated name of POPE, and COL. POPE at that. Here, indeed, was material with a vengeance, and of the tongues which were set waggin', and of the pens which commenced scribblin', our capacious waste basket and wearied office-boy are witnesses. It may be as well to here state that, rumors to the contrary notwithstanding, there is not the slightest significance in the name which the new secretary bears. Col. George Pope has long been identified with bicycling, and we do

not think we are enlarging on the truth when we say that the Massachusetts Club owe much of their present standing and success to his untiring efforts during the last three years as secretary of the club. His popularity among riders, and his undoubted energy and business ability, augur well for the interests with which he has allied himself. Born in 1844, it was only eighteen years before he "obeyed his country's call," and enlisted as a private in the Forty-fourth Massachusetts Infantry. One year after he took his commission as captain of the Fifty-fourth Massachusetts, being then only nineteen years of age. At the assault on Fort Wagner, 18 July, 1863, he was severely wounded in the shoulder by an explosive ball, but in all the other engagements in which he participated he was more fortunate. At the age of twenty-one he was lieutenant-colonel of his regiment, and served as such until the close of the war. When peace was re-established, Col. Pope went into the lumber business, and was for many years manager of the firm of Hall & Co., of Montreal, whose affairs, under his management, showed one year a net profit of ninety thousand dollars. Soon after this, Col. Pope found it necessary, for family reasons, to again take up his residence in Boston, and to that fact bicycling owes one of its most enthusiastic advocates, and the "Pioneer Bicycling Firm," the services of a gentleman whom we have every reason for believing will prove a most efficient secretary.

The 'cycling camp may now resume its normal peacefulness; the facts which last week it would have been a breach of confidence to disclose are now here presented, and from them our readers may draw this inference, that not only does THE BICYCLING WORLD intend to keep fully posted on all that may be of interest to its readers, but that it intends to guard them against the propagation of rumors, no matter how interesting they may be, unless they have a solid foundation of fact.

THE result of the Prince-Le Roy race was a genuine surprise, not only in the general result, but on account of the poor showing of Prince. If the latter had ridden as well as his partner Woodside, the total score of the bicyclers would have exceeded that of the horses by forty-nine miles. We say horses, for instead of it being a contest between

Prince and Woodside and Le Roy, the latter was allowed to put in a substitute when incapacitated from riding. This was a most unheard-of proceeding in contests of the kind. The natural result was that quite a general feeling prevailed that the race was nothing more nor less than an exhibition. We do not feel warranted in stating that it was so, though we incline to the opinion that the contest is not above suspicion.

WOODSIDE'S performance was little short of a wonder, and is by far the best showing he has made in this country. The way he romped around the track on the last day, gaining lap after lap on the horses showed him to be speedy and capable of great endurance.

THE race illustrated very forcibly that under favorable circumstances the bicycle is much safer to ride than a horse. Le Roy was thrown several times, but the wheelmen escaped without an injury.

WHEN any one does some remarkable thing which others have tried to do and failed, an incredulous public are always ready to discredit the performance and cry for proofs. It is not surprising, then, that Nixon's statement that he had ridden on a tricycle forty-eight miles in 3h. 44m. should be doubted. Lowndes, whose record was thus beaten, has issued a challenge to Nixon to a fifty-mile road race. If slower time is made and Nixon beaten, knowing winks will be exchanged, and "I told you so" become a common expression. We know nothing, of course, of the credibility of Mr. Nixon, but his statements as published in the *'Cyclist'* seem to us convincing of his truthfulness.

Now that Corey Hill has been surmounted on an ordinary bicycle, we may look forward to some interesting hill-climbing contests. We trust, however, that no one will attempt to ascend it without some little practice. We would much rather the hill was never ridden than that one rider should strain himself. We have gotten up more than half way on a Coventry Rotary tricycle, geared level, which we consider no mean performance on a single driver. We can give riders of the Coventry a tip which may help them in hill-climbing, viz., keep well over to the left of the road, so that the driver is on the slope; this throws the weight upon it and keeps the wheel from skidding.

OUR readers will see, by a perusal of League matters in this issue, that the amateur rule with all its complications is to be brought up again. The proposed amendment is a step in the right direction, but we still maintain the opinion that the iron-clad rule is the best. It cannot be retro-active so as to deprive any one of his membership in the League for what he has done in the past. There is already a quiet conflict of opinion, and several of our leading clubs gauge their members by the Bicycle Union rule. We trust the matter will be so carefully considered that the rule adopted will stand for years to come.

WE can but regret Mr. Sholes's determination not to serve as corresponding secretary for another year. His methodical habits have proved of value to the League. Under the new rules the bulk of the work will fall upon the division secretaries. We trust that an effort will be made to induce Mr. Sholes to stand as a candidate for reappointment to the office he now holds.

KARL KRON is on his third annual hunt, with an arithmetic in his hand, prepared to give the League officers a lesson in that science. We sympathize with him in his labor, for so long as we have three pictures of as many meets, it strikes us peculiarly to see the coming one announced as the "third." The League has had three meetings and three boards of officials, and the coming gathering will be the fourth meet. If any member can't get around the word "annual," let him drop it altogether, for it merely gives the interval between meets, and speak of the "fourth meet," which is close at hand.

Anent the League Meet.

THE business meeting will be held in the morning at the Riding Hall, 214 East Thirty-fourth street, at ten o'clock, which is accessible by the Third avenue surface and elevated railroads.

Wheelmen who intend to be present at the dinner should send their name to Mr. W. A. Bryant, 12 Maiden lane, and secure their tickets, which will cost \$2.50 each.

Secretaries of clubs should notify their members of the approaching Meet, ascertain how many intend to go, and by what route, and report the fact to the chairman of the reception committee, Mr. Fred. G. Bourne, 25 West Twenty-third street.

The following list of hotels has been

made up and is now complete. Those who wish to locate near the business portion of the city, are recommended to engage rooms at either the Astor House, Cosmopolitan, or Grand Central Hotels. The headquarters is in the immediate vicinity of the Grand Central depot:

EUROPEAN PLAN—UP-TOWN.—Grand Union (Headquarters). Forty-second street and Park avenue, 100 rooms, at \$1.00 per day; St. Cloud, 1464 Broadway, 150 rooms, at \$1.00 per day; Rossmore, Broadway and Forty-second street, 100 rooms, at \$1.00 per day; Putnam House, 367 Fourth avenue, 75 rooms, at 50 cents a day; Sturtevant, 1186 Broadway, 150 rooms, at \$1.00 per day; Coleman House, 1169 Broadway, 150 rooms, at \$1.50 per day.

DOWN-TOWN.—Grand Central, 673 Broadway, 200 rooms, at \$1.00 per day; Astor House, 225 Broadway, 150 rooms, \$1.00 per day; Cosmopolitan Hotel, 129 Chambers street, 100 rooms, at \$1.00 per day.

AMERICAN PLAN.—Metropolitan, 582 Broadway, at \$3.50 per day.

Hill Climbing Extraordinary.

ON 16 September, 1881, THE BICYCLING WORLD published a long account of the famous Muswell Hill contest. Since then it has been the ambition of almost every rider to scale the precipitous side of Corey Hill on a bicycle. Scores of our best riders have attempted the feat without success. A few were able to get beyond Prospect street, but none reached the top. On Friday, 4 May, however, Mr H. D. Corey, of the Massachusetts Club, mounted on a 52-inch Rudge, weighing thirty-three pounds, was successful in reaching the top. It is, without doubt, the hardest hill ever ridden on a bicycle in this country, and probably in the world. The feat was performed in the presence of several witnesses, and is well authenticated. Our readers have heard so much about Muswell Hill that a comparison of grades between that and Corey Hill will doubtless prove of interest. The following is the gradients from start to finish, on Muswell: From the Victoria, for 310 feet, the rise is 1 in 14.2; for the next 470 feet, 1 in 12.2; 390 feet, 1 in 11.2; 310 feet, 1 in 8.7; 340 feet, 1 in 22.5. Total length, 2,400 feet. The length of Muswell is a little greater than that of Corey Hill, but, as will be seen by the following surveys, the gradients are not so steep. The length of Corey Hill is 2,300; height, 199; average, 1 ft in 11.41. Horizontal length from Prospect street, 1,464.3; height, 129.3; average rise, 1 in 11.32 feet. On the last 158 feet the average is 1 in 7.85 feet, and for the next 470 feet lower down the rise is 1 in 7.87 feet. We are indebted to Prof. A. E. Burton and several students of the Massachusetts Institute of Technology, who kindly furnished us with these surveys of Corey Hill.

To the first rider who will ascend Corey Hill on an ordinary bicycle, before 20

May, and furnish us with reliable proofs of the same, we will enter his name as a subscriber to THE BICYCLING WORLD for one year.

To encourage tricycling, we will make the same offer to the first rider of a tricycle which is not geared under forty-two inches.

WHEEL CLUB DOINGS

THE Newton Club ran to Milton, Saturday.

At the last regular meeting of the Boston Ramblers, held at their new headquarters, Hotel Glendon, five new members were elected.

THE registered attendance at the Boston's clubhouse for the month of April was 729.

THE Massachusetts Club ran to Waltham to breakfast on Tuesday.

SOME thirty wheelmen dined at the Agawam House, Ipswich, Sunday, 29 April. The new uniforms of the Stars of Lynn, Hawthornes, of Salem, and the Marblehead Bicycle Clubs were especially noticeable,—the Stars especially being very neat. Lawrence also turned out well.

F. A. MILLER, captain of the Susquehanna Club, is publisher of a new paper called the *Susquehanna Transcript*. The first issue is very readable.

THE Lexington (Ky.) Bicycle Club is to have a 3-mile cinder track and an amphitheatre capable of seating 1,000 persons at Woodland Park.

THE Troy Bicycle Club had a drill on Wednesday, preparatory to a street parade 14 May.

THE Cincinnati Club have moved into cosey summer quarters.

THE Marblehead Bicycle Club held its annual meeting 3 May, and elected the following officers: President, Geo. Chinn; captain, J. R. Schoff; sub-captain, J. W. Richardson; secretary, W. G. Pray; color-bearer, J. P. Besson. On Wednesday evening, the club held a very pleasant sociable, and will hold the final one of the season on the 15th inst.

ON Friday night last a bicycle club was formed in the Charlestown district, to be known as the Charlestown Bicycle Club. Twelve members signed the constitution, and the following officers were elected: President and captain, Charles W. Howard; secretary and treasurer, F. A. Parsley; first lieutenant, F. S. Nelson; second lieutenant, G. N. Towle; bugler, F. S. Bryant. The next regular meeting will be held at 4 Dexter row, on 15 May.

THE Massachusetts Club will have a special train to the League Meet. Every club that goes to the Meet generally has a *special train* on the way.

THE Massachusetts Club have been invited by the Citizens' Club, of New York, to make use of its club rooms for storage of wheels, etc., during their stay at the time of the League Meet, also to remain over until after the 30th and participate in runs under the guidance of the Citizens. The Citizens' Club will pay another visit to the Massachusetts Club this fall, remaining in Boston several days.

Transportation.

THE Boston and Maine Railroad has issued a circular to baggage masters, in regard to the transportation of bicycles, viz.: For distance fifty miles or less, twenty-five cents; for distance, over fifty miles, fifty cents. The Eastern Railroad will shortly issue a circular also. I have seen the agents of both the above-named roads, and find them much more liberally inclined than I expected. The Eastern agent expresses himself ready to modify

the present tariff if he can be made to see that it will be advisable. A meeting of the New England Association of General Passenger and Transportation Agents will be held on Wednesday, 16 May, at 11 A. M., at office of Pathfinder Guide, Federal street, and an effort should be made to bring this matter up.

CHAS. L. CLARK.

Police and Callopie.

THE Duplex whistle, so generally used by wheelmen, has also been used as a call by the Westboro' police, who, desiring to escape any annoyance from bicyclers, presented a by-law at a town-meeting held last month, providing that any one, except a policeman, using the Duplex whistle within a mile of the town hall, would be liable to a fine of not more than \$20, and the voters, ignorant, as it seems, of the true meaning of the law, adopted it. The wheelmen, though caring little for the whistle, naturally objected to having their rights infringed upon in this manner, and the attention of the selectmen being called to the manifest injustice and absurdity of any such law, they immediately inserted an article in the warrant of the last town meeting to rescind the by-law, which, after a true statement of the case was made, was done by a unanimous vote. The police will now, probably, adopt one of those calls sold only to officers, and the innocent bicyclist can signal a team without hearing a horde of blood-thirsty policemen chase him down the street. The thanks of Westboro' wheelmen and bicyclers generally are due to the Cunningham Company for information and other aid which they furnished. E. C. B.

WESTBORO', MASS., 7 May, 1883.

Essex County League.

AT the meeting of the board of officers of the L. E. C. W., held at Ipswich, 29 April, the treasurer's report was read and accepted. The report of the membership committee in the case of J. E. Goldthwait, of Marblehead, who violated Rule 24, was accepted, and it was voted that he be expelled from the League. (Mr. Goldthwait entered and won a race, the prize being a twenty-dollar gold piece, this act, according to the rules, making him a professional.)

The chairman of the committee on rules and regulations reported various amendments, which were accepted. It was voted that the annual meeting, which takes place 30 May, be held at Lynn.

Meeting adjourned.

J. FRED ADAMS, Sec.

The Cleveland's Entertainment.

THE first annual entertainment of the Cleveland Bicycle Club, held in the Gatling Gun Armory, was a great success. The programme consisted of elocution, music, and an exhibition of drill and fancy riding. The general fancy riding by Messrs. Beckwith, Ely, and Sholes

was good, especially the feat where Beckwith towed Sholes around by his toes. The next number on the programme called for double riding by the celebrated "Glue Brothers." They performed some very interesting feats, one of which was the exchanging of machines, without dismounting, while standing still. This act was vociferously applauded. W. H. Wetmore distinguished himself in his fancy riding. Not content with riding forward and backward on one wheel of the ordinary bicycle, he took a machine with only one wheel and successfully mounted and rode the skittish thing. The audience fairly went wild over this, and the young athlete was twice recalled. The slow race and final drill concluded a most enjoyable evening's entertainment, and about four hundred people went home thoroughly satisfied with the success of the first annual exhibition of the Cleveland Bicycle Club.

RACING NEWS

THE six days' race between horses and bicycles at the Casino, closed at 10.30 o'clock Saturday evening, and between 3,000 and 4,000 people were present to witness the event. The race was unsatisfactory. Before it was entered into, both parties agreed to abide by their own accidents, and to employ no substitutes. Prince attached his name to such an agreement, and supposed that Le Roy had done so, but on the second day, when Le Roy was injured and taken off, it was found that his name was not on the paper, and a substitute was entered. Le Roy gained a day's rest by this. Prince's performance was not up to the mark. He was chafed in body and spirit, and did not make as good a record as his partner. He did not ride the full time in his hours, and indulged in several heated discussions with Le Roy. He says he will never again enter a race for a longer distance than fifty miles. The record of last year was beaten by 184 miles on the part of the horses, and 182 miles for bicyclers. The total of miles covered last year by Le Roy was 737, while Prince and Rollinson closed with 717 miles. At the close of the race Saturday evening, Woodside had scored 485 miles, against 414 for Prince; and, had the latter done as well as the former, the race would have been rather warm for Le Roy. As it was, being sure of winning, Le Roy made but little effort at speed. Occasionally, however, notably when Woodside was riding, there were some fine spurts, which were appreciated by the audience. The total score for the six days is: Le Roy, 921 miles; Prince, 414 miles; Woodside, 485 miles; total for Prince and Woodside, 899 miles.

CURRENT CALAMO

THE Beacon Park track is being repaired, and will doubtless be in good condition for the races on the 16th inst.

WHILE Mr. Hedger was heating a hollow nicked bicycle fork in his forge, last week, quite an explosion took place, which fortunately did but little damage. It is supposed that the explosion was caused by some nitric acid which had been left in the fork during the process of nickeling.

WE are informed that one of the gentlemen interested in the eight-foot tricycle which we alluded to last week is incensed at us for our uncomplimentary remarks regarding it. We would advise our readers to visit 32 School street and judge for themselves, whether we are right or not in our opinion of it.

MR. W. O. FAULKNER, of Lynn, gave an exhibition of fancy bicycle riding, at the skating rink in Portland, 3 May. Each act was loudly applauded by the large audience, most of whom had never before witnessed anything of the kind.

MESSRS. E. K. HILL and F. W. Blacker, of Worcester, will make the tour of Europe on wheels next year.

IF hill-climbing contests were more common we should see stronger riders than we do now.

THE New York wheelmen will put out a very generous latch-string.

AN umbrella holder will be a necessary attachment to all tricycles the coming hot season.

THE Lamson luggage-carrier is the best thing out for the bicycle. Give us as cheap and handy a thing for the tricycle, Mr. Lamson.

CROSSING Boston Common the other day we saw a bicyclist riding on the path. A policeman sighted and started after him, but could not catch him. The officer remarked that he would like to make an example of him. All fair-minded bicyclers will wish he had. Boston treats wheelmen with great fairness, and they should reciprocate.

WE trust the Springfield Club will decide to give a tricycle race, as we believe a good field of starters could be obtained.

IT looks very much as if something was about to transpire which will cause a very radical change in the trade.

STODDARD, LOVERING & CO., have two elegant racers in stock. One is a 53-inch Rindge, weighing twenty-seven pounds complete, and the other a 53 inch Singer, which tips the scale at thirty-two pounds, ready to ride.

THE new wheelman's song, published by H. B. Hart & Co., is a rollicking one, and just the thing for club musicales. Every wheelman should obtain a copy.

STALL and Burt are showing considerable enterprise, and their store already contains quite a stock of machines.

THE League has not only delayed our paper this week, but has crowded out many interesting articles, including letters from "Karl Kron," "Geesee," "Rueda," and many others.

LEAGUE OF AMERICAN WHEELMEN.

Annual Elections, League of American Wheelmen.

THE VOTE, BY STATES, FOR CHIEF CONSULS AND REPRESENTATIVES.

CALIFORNIA. — Total ballots, 2.

For Chief Consul.

*Geo. H. Strong, San Francisco 1
Columbus Waterhouse, San Francisco 1

For Representative.

Columbus Waterhouse, San Francisco 1
*Geo. J. Hobe, San Francisco 1

CONNECTICUT. — Total ballots, 38.

For Chief Consul.

*S. A. Marsden, New Haven 34
Fred W. Davis, Hartford 2
Geo. H. Day, Hartford 1
E. S. Sumner, Bridgeport 1

For Representative.

*T. S. Rust, Meriden 22
Geo. H. Day, Hartford 9
F. A. Jackson, New Haven 2
C. C. Godfrey, Bridgeport 2
Geo. H. Johnson, Bridgeport 1
Lewis B. Hamilton, Waterbury 1
T. R. Ackrill, New Haven 1

DELAWARE. — Total ballots, 2.

For Chief Consul.

*Chas. H. Kittinger, Wilmington 2

For Representative.

*Willard A. Speakman, Wilmington 1

DISTRICT OF COLUMBIA. — Total ballots, 3.

For Chief Consul.

*Philip T. Dodge, Washington 2
Wm. C. Scribner, Washington 1

For Representative.

*C. E. Hawley, Washington 3

ENGLAND. — Total ballots, 3.

For Chief Consul.

*Ernest R. Shipton, Salisbury 3

For Representative.

Henry Sturmey, Coventry 3

ILLINOIS. — Total ballots, 42.

For Chief Consul.

*J. O. Blake, Chicago 35
J. M. Fairfield, Chicago 5
Burley B. Ayers, Chicago 2

For Representative.

*H. G. Rouse, Peoria 28
C. E. Murison, Chicago 9
L. W. Conkling, Chicago 1
Fred C. Aldrich, Chicago 1
T. S. Miller, Chicago 1
Chas. T. Vail, Peoria 1

INDIANA. — Total ballots, 1.

For Chief Consul.

*Harry Bates, Indianapolis 1

For Representative.

John O. Perrin, Lafayette (resigned) 1

IOWA. — Total ballots, 2.

For Chief Consul.

D. R. Craig, Keokuk 2

For Representative.

Henry Huiskamp, Keokuk 2

KENTUCKY. — Total ballots, 14.

For Chief Consul.

*Orville Anderson, Louisville 12
Horace Beddo, Louisville 1
A. W. Cornwall, Louisville 1

For Representative.

Leon Johnson, Louisville 12
N. G. Crawford, Louisville 1
W. C. Macklin, Frankfort 1

MAINE. — Total ballots, 12.

For Chief Consul.

*C. H. Lamson, Portland 10
Frank W. Woodman, Portland 1

For Representative.

*Frank A. Elwell, Portland 12

MARYLAND. — Total ballots, 26.

For Chief Consul.

*A. Trego, Baltimore.....25

For Representative.

*Yates Penniman, Baltimore.....25

MASSACHUSETTS. — Total ballots, 177.

For Chief Consul.

*E. K. Hill, Worcester.....135
 H. E. Ducker, Springfield.....103
 Fred S. Pratt, Worcester.....23
 W. E. Gilman, Chelsea.....3
 A. S. Parsons, Cambridgeport.....3
 F. P. Kendall, Worcester.....1
 E. C. Hodges, Boston.....2
 M. D. Currier, Lawrence.....1
 C. P. Shillaber, Boston.....1
 A. J. Philbrick, Salem.....1
 F. B. Carpenter, Boston.....1

For Representative.

*C. L. Clark, Newton.....234
 *J. S. Webber, Jr., Gloucester.....220
 *A. S. Parsons, Cambridgeport.....131
 *F. P. Kendall, Worcester.....110
 H. E. Ducker, Springfield.....103
 W. E. Gilman, Chelsea.....100
 M. D. Currier, Lawrence.....25
 W. M. Pratt, Brockton.....21
 F. B. Carpenter, Boston.....17
 E. K. Hill, Worcester.....15
 H. W. Williams, Boston.....15
 C. K. Ferry, Springfield.....10
 C. P. Shillaber, Boston.....9
 Frank S. Winslip, Lynn.....6
 A. J. Philbrick, Salem.....6
 J. S. Dean, Boston.....5
 F. H. Johnson, Brockton.....4
 J. F. Adams, Worcester.....4
 A. L. Fennessy, Springfield.....3
 J. P. Burbank, Salem.....3
 C. S. Howard, Boston.....2
 E. C. Churchill, Boston.....2
 B. L. Knapp, Boston.....2
 F. M. Gilley, Chelsea.....2
 W. B. Everett, Boston; C. S. Ford, Quincy; Geo. Chinn, Marblehead; F. A. Fielding, Lowell; Walter Willey, Greenfield; W. H. Chase, Leominster; J. W. Wattle, Canton; J. E. Lynch, Stoughton; H. Bachel- der, Brockton; W. Orr, Brockton; C. W. Fourdrinier, Boston; S. Lawton, 3d, Springfield; Wm. Ames, North Easton; G. M. Hendee, Springfield; J. G. Dalton, Boston; E. W. Pope, Boston; W. S. Apple- ton, Dorchester; O. W. Whittemore, Arlington, 1 each.

MICHIGAN. — Total ballots, 28.

For Chief Consul.

*Chas. D. Standish, Detroit.....20
 H. N. Keys, Ovid.....8

For Representative.

George Root, Detroit.....12
 E. F. Woodcock, Albion.....8
 L. J. Bates, Detroit.....3
 W. H. Elmer, Detroit.....2
 R. K. Lansing, Detroit.....2
 Chas. E. Gorham, Marshall.....1

MINNESOTA. — Total ballots, 1.

For Chief Consul.

*C. H. Porter, Winona.....1

For Representative.

H. H. Barber, Brainerd.....1

MISSOURI. — Total ballots, 27.

For Chief Consul.

*Richard Garvey, St. Louis.....23
 H. C. Cranz, St. Louis.....4
 E. M. Senseney, St. Louis.....1

For Representative.

*Geo. C. Oeters, St. Louis.....24
 Arthur Young, St. Louis.....4

NEW HAMPSHIRE. — Total ballots, 37.

For Chief Consul.

*C. H. Wilkins, Manchester.....35
 C. A. Hazlett, Portsmouth.....1
 C. H. Saunders, Fisherville.....1

For Representative.

*E. M. Gilman, Nashua.....33
 F. J. Philbrick, Portsmouth.....2
 W. W. McIntire, Portsmouth.....1

NEW JERSEY. — Total ballots, 28.

For Chief Consul.

*L. H. Johnson, Orange.....19
 Henry Stewart, Hackensack.....8
 Aug. M. Hall, Smithville.....1

For Representative.

C. J. Wood, Hackensack.....10

H. C. Douglass, Newark.....10
 C. D. Snedeker, New Brunswick.....7
 Ed. F. Burns, Smithville.....1

NEW YORK. — Total ballots, 173.

For Chief Consul.

*Dr. N. M. Beckwith, New York.....166
 Dr. A. G. Coleman, Canandaigua.....2
 Knowlton, Cazenovia; K. N. Putnam, New York;
 G. R. Bidwell, Brooklyn; A. H. Scattergood, Al-
 bany; F. B. Graves, Rochester.....1 each.

For Representative.

*Dr. A. G. Coleman, Canandaigua.....147
 *C. K. Alley, Buffalo.....125
 A. H. Scattergood, Albany.....27
 J. O. Munroe, Buffalo.....26
 Howard Conkling, New York.....7
 Dr. G. H. Blackham, Dunkirk.....2
 Fred. Jenkins, New York; W. W. Cole, Albany;
 Dr. N. M. Beckwith, New York; Fred Kellogg,
 Utica; Chas. Rasback, Herkimer.....1 each

OHIO. — Total ballots, 122.

For Chief Consul.

*H. S. Livingston, Cincinnati.....111
 W. A. Whiting, Cincinnati.....5
 W. H. Miller, Columbus.....3
 Fred T. Sholes, Cleveland.....3

For Representative.

*Alfred Ely, Jr., Cleveland.....119
 *W. G. Miller, Columbus.....1
 C. J. Krag, Columbus.....5
 Fred T. Sholes, Cleveland.....3
 F. M. Bookwalter, Springfield.....1
 W. H. Galway, Cincinnati.....1

PENNSYLVANIA. — Total ballots, 74.

For Chief Consul.

*Geo. Sanderson, Scranton.....31
 A. G. Powell, Philadelphia.....28
 Harold R. Lewis, Philadelphia.....14
 Frank S. Harris, Philadelphia.....1

For Representative.

*Geo. D. Gideon, Philadelphia.....41
 Fred McGowan, Philadelphia.....19
 W. E. Montelius, Philadelphia.....5
 Geo. Sanderson, Scranton.....2
 A. G. Powell, Philadelphia; Chas. Beltz, Pittsburg;
 H. M. Linnard, Philadelphia; Paul S. Johnson,
 Pittsburg; F. A. Miller, Susquehanna; Victor M.
 Haldeman, Marietta; H. B. Hart, Philadelphia, 1 each.

PROVINCE OF ONTARIO. — Total ballots, 11.

For Chief Consul.

*Albert Rennie, Hamilton.....10
 S. W. McMichael, Brantford.....1

For Representative.

*John Moodie, Jr., Hamilton.....10
 J. H. Eager, Hamilton.....1

PROVINCE OF QUEBEC. — Total ballots, 13.

For Chief Consul.

*H. S. Tibbs, Montreal.....13

For Representative.

*J. D. Miller, Montreal.....11

W. Noble Campbell, Quebec.....2

RHODE ISLAND. — Total ballots, 1.

For Chief Consul.

*A. G. Carpenter, Providence.....1

For Representative.

*J. A. Cross, Providence.....1

VERMONT. — Total ballots, 11.

For Chief Consul.

*C. G. Ross, Rutland.....9
 O. A. Marshall, Brattleboro.....1
 G. D. Tuttle, Rutland.....1

For Representative.

*Fred. G. Tuttle, Rutland.....10
 E. A. Silsby, Bellows Falls.....1

WISCONSIN. — Total ballots, 14.

For Chief Consul.

*A. A. Hathaway, Milwaukee.....11
 Chas. S. Cornwall, Fond du Lac.....2
 B. K. Miller, Milwaukee.....1

For Representative.

*A. A. Meineeke, Jr., Milwaukee.....8
 A. W. Friese, Milwaukee.....2
 J. K. Brkhausen, Milwaukee.....2
 B. K. Miller, Milwaukee.....1
 J. W. Cary, Jr., Milwaukee.....1

WYOMING. — Total ballots, 3.

For Chief Consul.

*Wm. O. Owen, Laramie City.....3

For Representative.

*C. S. Greenebaum, Laramie City.....3

No ballots received from the following States where there are members of the League: Arizona, Kansas, Nebraska, Nova Scotia, South Carolina, Tennessee, West Virginia.

Ballots received after the closing of the polls:—
 Massachusetts, 2; New Hampshire, 1; Ohio, 2; Illi-
 nois, 1; Province of Ontario, 1; Pennsylvania, 1

Ballots rejected for non-renewal of membership and improper form of ticket: Massachusetts, 7; Ohio, 5; Pennsylvania, 1; Missouri, 1. And none of these un-
 counted ballots, had they been accepted by your com-
 mittee, would have altered the results given.

Respectfully submitted,

FRED T. SHOLES.

CHAS. D. STANDISH,
Committee Rights and Privilege, L. A. W.

W. H. MILLER, President, L. A. W.,
 Columbus, Ohio.

Dear Sir, — Of the candidates elected by the fore-
 going, the following have not renewed their member-
 ship in the League for the current year, 1882-3: Henry
 Sturme, Coventry, England, representative; D. R.
 Craig, Keokuk, Iowa, chief consul; Henry Huiskamp,
 Keokuk, Iowa, representative. And we can find no
 record of the membership of Columbus Waterhouse,
 San Francisco, Cal., chief consul or representative.

Respectfully,

FRED T. SHOLES.

CHAS. D. STANDISH, Committee R. and P., L. A. W.

*Elected.

APPLICATIONS.

Editor *Bicycling World*: — The following names
 have been proposed for membership in the League of
 American Wheelmen, and are sent you for publication,
 as required by the Constitution.

FRED. T. SHOLES, Cor. Sec., *pro tem*.

OWL BI. CLUB: Add.

3652 Louis W. Wiese, Bordentown, N. J.

3653 H. Benson Wiese, " "

WILLISTON BI. CLUB: Add.

3655 Ephraim M. Youmans, " "

105 East 18th street, Easthampton, Mass.

3682 Chas. E. Dunbar, Box 3, " "

MASSACHUSETTS BI. CLUB: Add.

3664 C. A. Drew, " "

62 Devonshire street, Boston, Mass.

3665 H. E. Sylvester, " " "

28 School " " "

3666 James J. Gilligan, " " "

597 Washington " " "

3667 E. O. Win-or, " " "

72 Kilby " " "

HUDSON COUNTY WHEELMEN:

3670 H. Weinlagen, " "

342 Garden street, Hoboken, N. J.

3671 F. Sagendorf, " "

280 Park avenue, " "

3672 F. H. Reinhold, " "

280 Park avenue, " "

3673 H. W. Sagendorf, " "

280 Park avenue, " "

3674 J. J. Culbertson, " "

Garden street, " "

3675 A. Henning, " "

Union Hill, " "

3676 H. Henning, " "

Union Hill, " "

3677 Geo. Weber, " "

corner River and 3d streets, " "

3678 H. Stegman, " "

299 Bloomfield street, " "

3679 T. W. Griffith, " "

cor. 7th and Washington streets, " "

3680 J. Arminan, " "

79 Ogden ave., Jersey City Heights, " "

3681 Chas. Schmidt, " " " "

79 Ogden ave., " " " "

KINGS COUNTY WHEELMEN: Add.

3684 Edw. F. Fisk, " "

96 Fulton street, New York.

STAR WHEEL CLUB: Add.

3685 C. D. Batchelder, Lancaster, N. H.

UNATTACHED: Utica, N. Y.

3650 Jas. H. Cutter, " "

3651 Marshall E. Smith, " "

154 N. 8th street, Philadelphia, Pa.

3654 Wm. S. Perham, Paris, Me.

3656 Samuel A. Boyle, " "

733 Walnut street, Philadelphia, Pa.

3657 W. G. Norwood, " "

P. O. Box 100, Paterson, N. J.

3658 John B. Forbes, " "

160 Charles street, Boston, Mass.

3659 W. B. Anderson, " "

18 W. 9th street, New York city.

3660 H. S. Anderson, " "

18 W. 9th street, New York city.

3661 Calhoun Laham, " "

106 Washington avenue, Bridgeport, Conn.

3662 G. A. Corry, " "

204 E. 27th street, New York.

3663 Monroe LeVino,
Box 3597, New York.
3668 W. L. Baldwin,
114 Main street, Stamford, Conn.
3669 M. L. Tiffany,
3683 T. W. Adams,
B. and A. R. R., Springfield, Mass.

This closes the list of applications for 1883-3. Those received after this date cannot be admitted until after 1 June, 1883.

CLEVELAND, 5 May, 1883.

Consuls, New York State to date.

Will. R. Pitman, captain Ixion Bicycle Club, 4 E. 59th street, N. Y.; Edwin Oliver, 22 New Church street, N. Y.; G. R. Bidwell, 80 and 82 Williams street, N. Y.; Kings County Wheelmen, Brooklyn; Edw. F. Hill, Centre street, Peekskill, N. Y.; Harry R. Bryan, Hudson, N. Y.; M. Clinton Smith, 171 Warburton avenue, Yonkers, N. Y.; A. Polhemus Cobb, Flushing, L. I.; W. H. Olmstead, 71 Clinton street, Syracuse, N. Y.; Roderick H. Smith, Dunkirk, N. Y.; J. B. Coykendall, Elmira, N. Y.; E. O. Delevan, Jr., Westervelt avenue, New Brighton, S. I.; R. O. Osborn, Poughkeepsie, N. Y.; Harry C. Ogden, 27 Mulberry street, Middletown, N. Y.; Fred P. Edmunds, 279 River street, Troy, N. Y.; A. E. Swartout, 75 Genesee street, Auburn, N. Y.; Fred P. Hubbard, residence, 26 Joy street, business, 25 North Pearl street, Albany, N. Y.; F. T. Davis, Mt. Vernon, Box 20, N. Y.; A. W. Clark, Box 185, Binghamton, N. Y.; C. T. Hurd, Medina, N. Y.; George Dakin, 3 Niagara street, residence, 126 Cottage street, Buffalo, N. Y.; F. A. Sherman, Watertown, N. Y.; Thos. C. Smith, 2011 5th avenue, Harlem, N. Y.; Jno. P. Miller, corner East 2d and Cuyaga streets, Oswego, N. Y.; F. B. Graves, Rochester, N. Y.; Buel G. Tallman, Jackson street, Batavia, N. Y.; W. N. Winslow, Brockport, N. Y.; Benj. W. Doughty, Box 116, Jamaica, L. I.; Harry H. Brown, Wappinger's Falls, N. Y.

CHAS. D. STANDISH, of Detroit, Mich., has been appointed as a member of the Committee on Rights and Privileges, the appointment to date April 15.

W. H. MILLER, *Pres.*

Transportation.

CORRECTION.—Wheelmen will understand that the issue of instructions by the Pennsylvania Company to carry bicycles free only covers lines in its system west of Pittsburgh. We hope to secure the eastern end soon.

The following railroads have issued circulars of instructions to baggagemen to carry bicycles free: Michigan Central Railroad (including Canada Southern Railway division), Louisville, New Albany and Chicago Railway, Chicago and West Michigan Railway, to railroad list.

B. B. AYERS, *Chairman.*

R. R. List.

Editor Bicycling World:—Agreeable to your request I give you the list of railroads that have issued circulars of instruction to baggage masters and station agents to pass bicycles free in baggage cars when accompanied by owner and upon presentation of first-class ticket: Baltimore and Ohio, Grand Trunk, Chicago and Grand Trunk, Wabash, St. Louis and Pacific, Illinois Central, Chicago, Alton and St. Louis, Wheeling and Lake Erie, Cleveland and Marietta, Ohio Central, New York, Chicago and St. Louis, Lake Erie and Western, Cleveland, Lorain and Wheeling, Flint and Pere Marquette, Chicago, Burlington and Quincy, Chicago and Iowa, Kansas City, St. Joseph and Council Bluffs, Cleveland, Tuscarawas Valley and Wheeling, Vandalia Line, Grand Rapids and Indiana, Indiana, Bloomington and Western, Valley Ry, Cleveland, Akron and Canton, Pennsylvania Company, Pittsburg, Cincinnati and St. Louis (C. St. L. and P.), Michigan Central, Canada Southern, Ohio and Mississippi, Cleveland, Columbus, Cincinnati and Indianapolis, Indianapolis and St. Louis, Cincinnati, Hamilton and Dayton, Chicago and West Michigan, Louisville, New Albany and Chicago, Chicago, Milwaukee and St. Paul, Delaware, Lackawanna and Western. Truly yours,

B. B. AYERS.

CHICAGO, 3 May, 1883.

Proposed Amendments, Etc.

TO THE BOARD OF OFFICERS L. A. W.:

Gentlemen,—Your membership committee have experienced the need of some changes in the rules, and to meet this need they would make, and hereby propose to offer the following amendments at the next meeting of the Board:—

RULE 34. Cancel and substitute: Each member shall pay to the treasurer of his State division, on or before the first day of June in each year following his admission to the League, the sum of \$1.00 as a membership fee, and shall forward therewith his name and address and the membership number of his old ticket, and thereupon shall receive a new ticket for that

year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule before the following first of July shall be notified of his delinquency by his division treasurer, the notice to contain a copy of this rule. If he shall still fail to comply with the rule until the following first of September, he shall forfeit his membership, and his division treasurer shall report his name to the corresponding secretary, who shall cause his name to be stricken from the roll. Any one having thus forfeited his membership shall have the right to appeal to the membership committee, and their decision shall be final. If rejected, he can again become a member only in the manner provided for in the rules for first admission. Members who are not within the jurisdiction of any State division shall remit their dues in the manner above provided, to the general treasurer of the League, who shall notify delinquent members as above set forth.

The present rule necessitates dropping all delinquents 15 July, without giving any notice whatever. This will surely throw out many valuable members who, through inadvertence arising from a multitude of every-day causes, will neglect the payment of their fee. The experience of the past year in this respect, is startling. Yet the League must maintain its dignity in fixing the limit of time for payment of fees, and insisting upon payment within that time on penalty of expulsion. It has seemed to your committee not inconsistent with that dignity to extend the time of grace and to require our treasurer to give one notice; after which, let the delinquent take the consequences.

CONSTITUTION—ART. 3, AS IT NOW STANDS.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; provided that any club that has a rule in its by-laws to the effect that every member shall be and remain a member of the league as long as he is a member of said club, may be received at one half the above-named initiation fee per member.

CONSTITUTION—ART. 3, PROPOSED AMENDMENT.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously.

It is our opinion that there should be but one fee; that all should pay \$1.00. If the League is worth anything it is worth \$1.00 to all; the League needs the money. This need not and probably would not affect club membership. A serious evil, causing our treasurer much trouble the past year, and which it is the chief object of this amendment to remedy, is a club neglecting to pay the fee till 16 July, when their membership has expired, and immediately rejoining at fifty cents, thus acquiring the League privileges each year at one half fee when it was intended to offer this inducement to club membership only as an initiation fee.

ORIGINAL.

25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood.

AS AMENDED.

25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally pursued bicycling or any other athletic exercise as a means of livelihood.

OUR PROPOSED AMENDMENT.

RULE 25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor who has ever personally pursued the art of bicycling or any other athletic exercise as a means of livelihood.

RULE 26. Cancel and substitute: "Pursuing the art of bicycling," as used in rule 25, shall be understood not to include, (a) manufacturing or dealing in bicycles, (b) teaching the absolutely necessary elements of riding solely for the purpose of effecting the sale of a bicycle.

This rule is one of the greatest interest and importance to the entire League. The framing of an amateur rule at all times is filled with difficulties, and our conditions are such as to largely increase them. It is a misfortune to the League that its amateur rule should need to be changed; it is a positive danger if it be many times changed. Therefore we urge you to diligently consider

this matter to the end that the rule may now be shaped to the best ideas of such a majority of the League that it shall stand a fixture in our rules.

We believe the rule as first adopted was too strict, in that it would, if enforced, throw out the flower of the League. As it now stands, many think it too lax in not excluding those who spend much of their time in teaching. Clause *h* is now indefinite, and in deciding a case under this clause a committee must be guided by their individual bias of opinion.

Your present membership committee painfully realize the insufficiency of clause *h* as a basis of just decision in the delicate questions momentarily liable to arise in deciding the status of applicants and members. We therefore offer you an amendment to rule 26, the form of which we urge upon you confidently, as it defines clause *h* positively by stating what it shall not include. The matter of this amendment we have decided upon after much earnest consideration. At the last meeting of the board of officers we were instructed to prepare and offer a rule which should embody the ideas now presented to you in the proposed amendments of rule 26.

Yours fraternally,

EDWARD K. HILL,
CHARLES P. SHILLABER,
HENRY W. WILLIAMS,
Mem. Com. L. A. W.

Proposed Amendments to the Constitution and Rules L. A. W.

The following amendments will be offered at the next meeting of the League of officers by the undersigned:—

RULE 27. In first clause, strike out the words "badge and." In last clause substitute "it" for "these."

RULE 33. Cancel and substitute the following:—

(a) The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters L. A. W. on the spokes between the wings.

(b) The emblem of a chief consul shall be two arrows crossed and a small shield or plate upon them bearing the initials of the State over which he presides.

(c) The emblem of a representative shall be a single arrow having a small shield or plate upon it bearing the initials of his State.

(d) The emblem of a consul shall be simply an arrow worn above the badge.

(e) Other officers may be designated by the title of their office engraved upon a bar and worn above the badge.

(f) The wearing of badges or emblems shall be optional.

RULE 34. Strike out next to the last clause "and he shall return his badge to the corresponding secretary."

RULE 34. In third clause, after "dollar," insert "fifty cents."

RULE 35 describes the League uniform.

We offer the above thinking it advisable, as well that the badge also be described. Our personal experience has convinced us that we had better step down and out of the badge business and let others carry it: on who can do so to better advantage. There have been but four or five calls at most for the new official badge, which, of itself, goes to prove the folly of an outlay of \$200 or more to start us in trade.

The League arrow will soon appear on all our roads where active consuls live; why not give it them as an emblem while the chief consul should have two pointing in different directions, the same being characteristic of a diversity of duties.

Respectfully submitted,

W. V. GILMAN.

NASHUA, N. H., 5 May, 1883.

AMENDMENTS to Constitution and By-Laws L. A. W., to be offered by N. Malon Beckwith, chief consul New York State, at general meeting, 28 May, 1883:—

SECT. III. Constitution. Substitute \$1.50 for \$1.00, third line.

RULE 34. Substitute "one dollar and fifty cents" for "one dollar," third line.

CYCLISTS' TOURING CLUB

APPLICATIONS.—Geo. Pope, 8 Berkeley street, Boston, Mass.; S. C. Foster, 22 W. 27th street, New York City; Fred Einfeld, 277 Main street, Pawtucket, R. I.

Notices.

THE APRIL GAZETTE.—The Club Monthly Gazette for April is now out, and should have been received by every American member whose name was published here up to the 3d of March last. Members are requested to report any omissions.

CLUB BADGES.—The new Club Badges will shortly be ready for the American membership, when allowance for old badges will be made to those not wishing to retain same as mementos. The old club badge will con-

tinue to be recognized during the current year; but it is desirable that members should provide themselves with the new ones at as early a date as possible.

CLUB TAILOR.—The appointment of a Club Tailor for Boston must be postponed for yet another week; but the C. C. can now supply the cloth as members may require.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

ΚΕΟΚΥΚ.—Thanks. Too late for last week's issue. Please keep us posted in regard to the matter.

F. P. S., Lexington, Ky.—The race is decided by the rim of front wheel and not by the rider. See issue of 13 April.

W. J. M., Moorestown, N. J.—We think you will find your query answered in the R. R. committee's notice in the L. A. W. column.

S. H. J.—We have examined the subject very carefully, and have ridden both kinds. We have come to the conclusion that for rough going a double-driver front steerer is the best. The single-driving Coventry Rotary is a fast and capable machine, especially on good roads or for path work. We have seen a rider of the first go where we could not mount it on a Coventry Rotary. There are two makers of tricycles in this country, the Overman Wheel Company, whose advertisement you will notice elsewhere, and the Pope Manufacturing Company, whose place of business is at 597 Washington street, this city.

D. E.—The objection we have to the machine you mention is the shortness of the centres. In other respects, it seems equal to any in the market.

J. X.—"Karl Kron" is doubtless right as we say elsewhere editorially.

H. B. McC.—Thanks. We did not know that a Facile Club existed in London.

N. M. BECKWITH.—Several communications received. Thanks for subscription.

H. N. KITCHELL.—Thanks. Please keep us posted.

GERSE.—Thanks. We were obliged to clip your letter a little as we had already in type some of the items.

J. S. G., ROCKFORD, ILL.—The machine you refer to, a very good one, is strong and well made, but rather out of date, and is almost superseded by the British Challenge. It is well worth the money, but we think you would be better satisfied with a machine a little more up to the times. We would advise you to write to Stoddard, Lovering & Co., who are Singer's agents. The machine is not a very popular one, and very few are in use here.

S. W. ROSK.—We should be pleased to hear from you. We do not want to restrict you, as we cannot very well tell how much space we can spare; think, however, that we can give you half a column a week.

B. B. AYERS.—Thanks for promptness. Will do the best we can for you.

CHAS. SANDLAND, SECRETARY.—Thanks for favor. We would have printed the item *entire*, but already had made a note of it, which was in type.

FIXTURES

Friday, 11 May:
St. Louis Club races.
Cornell (University) Bicycle Club, "field day" races.

Saturday, 12 May:
Boston Bicycle Club headquarters, 4 P. M., to Cobb's, for night.
St. Louis, Club races.

Tremont Bicycle Club, 4.30 P. M., to Chestnut Hill.
New York Crescent A. C., one-mile bicycle handicap.
Newton Bicycle Club, 4.30 P. M., to Lexington.

Sunday, 13 May:
Tremont Bicycle Club, 3 P. M., to Echo bridge.
Boston Bicycle Club, rendezvous at Cobb's, 3 P. M., for return to city.
Boston Ramblers headquarters, 10 A. M., to Salem.

Monday, 14 May:
Troy Bicycle Club, street parade.

Wednesday, 16 May:
Harvard Club race meeting, Beacon Park.

Thursday, 17 May:
Pennsylvania Bicycle Club, fourth and closing social for the season.

Saturday, 19 May:
Staten Island A. C., four-mile bicycle race.
Newton Bicycle Club, 8 P. M., to Echo bridge.

Sunday, 20 May:
Tremont Bicycle Club, 9.30 A. M., to Hingham.
Boston Ramblers headquarters, 2.30 P. M., run.

Tuesday, 22 May:
Boston Ramblers headquarters, 7.30 P. M., to Needham.

Thursday, 24 May:
Boston Ramblers headquarters, 7.30 P. M., to reservoir.

Saturday, 26 May:
Boston Bicycle Club leave Springfield for New York.
Boston Union Athletic Club games.

Princeton, N. J., Intercollegiate A. A., two-mile bicycle race.
Newton Bicycle Club, Trinity square, 2.30 P. M., to Waltham.

Sunday, 27 May:
Tremont Bicycle Club, 3 P. M., to Newton.
Boston Ramblers headquarters, 10 A. M., to Natick.

Monday, 28 May:
New York, L. A. W. Meet.

Closing of Entries.

12 MAY.—Entries close for four-mile bicycle race. Fee, 50 cents, Staten Island A. C. Games 19 May.

13 MAY.—Entries close for one-half, one, and three-mile bicycle races open to challenge men, and one and five-mile races open to all amateurs. Prizes to be silver cups, gold and bronze medals. To F. W. White, secretary Harvard Bicycle Club, Holyoke buildings, Cambridge, Mass. Meeting 13 May, at Beacon Park. L. A. W. rules to govern all contests.

19 MAY.—Entries close for two-mile bicycle race. To B. W. McIntosh, secretary Intercollegiate A. A. Address P. O. Box 442, Princeton, N. J. Games, 26 May, 1883.

23 MAY.—Entries close for one and five mile bicycle races and one-hundred yards slow race. Fee, \$1.00, returnable to actual starters. To F. B. Aspinwall, secretary Pulman (Ill.) A. C. Games, 30 May, 1883.

26 May.—Entries close for one-mile bicycle race for championship of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred. Jenkins, P. O. Box 444, N. Y. Championship games 2 June, open only to members.

26 May.—Entries close for two and five mile championship of America, open to all amateurs. Entrance fee, \$2.00, for each and every event. To Gilbert H. Badeau, secretary, N. A. A. A., P. O. Box 3478, N. Y. Games, 2 June, 1883. Gold, silver, and bronze medals.

Sept. 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling, and many other new and novel features will be introduced.

In order to bring the merits of this

meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of *BICYCLING WORLD*, and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies free to every wheelman.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars, address

THE SPRINGFIELD BICYCLE CLUB,
Springfield Mass.
HENRY E. DUCKER, Pres.
A. L. FENNESSY, Sec.

HARVARD BICYCLE CLUB

Bicycle Races.

The Annual Meeting of the Harvard Bicycle Club will be held at

Beacon Park Bicycle Track,

On WEDNESDAY, May 16, 1883,

Commencing at 3 P. M.

The following events will be decided, open to College men only: One Half Mile Dash, One Mile Scratch, Three Miles Scratch. Prizes will be Gold, Silver, and Bronze Medals.

Open to all amateurs: One Mile Scratch, Five Miles Scratch. First Prizes will be Silver Cups; Second Prizes, Silver Medals; Third Prizes, Bronze Medals.

ENTRY FEE . . . ONE DOLLAR.

Trains by Boston and Albany Railroad to Allston (near the Grounds); horse cars from Bowdoin and Park Squares pass the gates.

ADMISSION . . . FIFTY CENTS.

Entries to be sent to F. WINTHROP WHITE, 35 Holyoke Buildings, Cambridge, Mass., on or before May 13, after which date entries will not be accepted.

N. B.—League and Bicycle Union Rules to govern the Meeting.

FOR SALE OR EXCHANGE.

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 52-inch British Challenge; full nickelled, except felloes; tires, 1 inch and $\frac{3}{4}$ inch; Used one season with best of care; plating and all in perfect order; price \$120. Address FRED. S. PRATT, Worcester, Mass.

TO RACING MEN.—A 55-inch Royal Mail Racer; weighing thirty-three pounds; will be sold cheap; has been ridden but a few times; can be seen at the CUNNINGHAM COMPANY'S rooms, Boston. Make an offer.

TO EXCHANGE.—A Remington Double-barrel Shot Gun, twist barrels, 10 gauge; been used about ten or fifteen times. Price, \$55. For a Standard Columbia Bicycle, 48-inch, nearly as good as new. C. H. HUTCHINS, Ilion, N. Y. P. O. Box 410.

WANTED AT ONCE.—A 52-inch British Challenge, full-nickelled (1882 or 1883 pattern), in first-class condition. For sale or exchange, a 54-inch Harvard, full-nickelled, except wheels. Address A. L. G., Box 1202, Worcester, Mass.

WANTED.—To hire for the season, a 48 or 50-inch Bicycle. Describe machine and give lowest terms. J. O. WHITTEMORE, Fairfield, Me.

FOR SALE.—A full-nickelled 54-inch Special Columbia, in good, first-class shape; but one year's use. Price, \$100. C. J. KRAG, Columbus, O.

BICYCLES FOR SALE.—A 54-inch nickelled Humber, ball pedals, \$130; 54-inch Humber, bright, perfectly new, \$150; 52-inch full-nickelled British Challenge, ball pedals, \$125; 52-inch full-nickelled Special Club, \$120; 50-inch painted Harvard, \$85. Apply in person to No. 10 Milk street, Boston, Mass.

FOR SALE.—A 50-inch Harvard Roadster, half nickel, ball bearings to both wheels, oil can, two wrenches, luggage carrier, brake, and tool bag; sound in every respect. Price, \$100. A bargain. Address O. E. SMITH, 271 Shelden street, Hartford, Conn.

FOR SALE.—A 52-inch Xtra Challenge, with bell, handy tool-bag, rubber handles; has not been run but little; money wanted. M. C. BRACKETT, Southbridge, Mass. P. O. Box 343.

FOR SALE.—A second-hand Extra Challenge Bicycle, 43-inch, ball bearings forward, just painted, and as good as new. For \$60; cost, \$127. J. W. QUIMBY, East Bridgewater, Mass.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

FOURTH ANNUAL MEETING

OF THE

League of American Wheelmen,

AT

NEW YORK,

MONDAY, MAY 28TH, 1883.

PROGRAMME.

Business Meeting at 10 A. M., 214 East 34th street.
Parade at 2 P. M. through Central Park. Dinner at 7 P. M. at the Metropolitan Hotel.

COMMITTEE OF ARRANGEMENTS.

PARADE.—N. M. BECKWITH, Chairman, 21 West 37th street, New York.

STORAGE.—T. C. SMITH, Chairman, 40 Warren street, New York.

FINANCE.—R. NELSON, Chairman, 87 Gold street, New York.

CORRESPONDENCE AND PRESS.—FRED. JENKINS, Chairman, 22 New Church street (Box 444), New York.

TRANSPORTATION.—FRANK EGAN, Chairman, 38 Broad street, New York.

RECEPTION.—FRED. G. BOURNE, Chairman, 25 West 23d street, New York.

HOTEL AND DINNER.—W. A. BRYANT, Chairman, 12 Maiden lane, New York.

A hearty invitation is extended to all wheelmen, League members, clubs, and unattached.

If you are NOT a League member send your name on a postal card to Fred. Jenkins, Box 444, N. Y., for 16 page programme of Meet, to be issued May 15.

BEFORE YOU BUY A BICYCLE

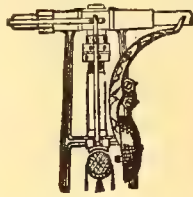


Of any kind, send stamp to
GUMP BROS.
DAYTON, OHIO,

For large Illustrated Price List of
New and Second-Hand Machines.

Second-hand Bicycles wanted.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

PERFECTION BICYCLE LOCK.



Pat. applied for.

No more padlocks and chains. Permanently attached to machine. Warranted not to rattle or get out of order. Is not complicated. Placed one half inch to one inch below felloe inside of front fork. Is a trifle larger than 25-cent piece. Easily attached by any jeweler. Has so arranged as to grip spoke, if desired. Spring lock; all keys differ. In ordering give name of wheel and distance between front forks one inch below felloe.

Price, \$1.75; nickeled, \$2.00.

Sent postpaid on receipt of price. Liberal discount to trade.

H. M. STILLWELL,

149 STATE STREET,
ROCHESTER, N. Y.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

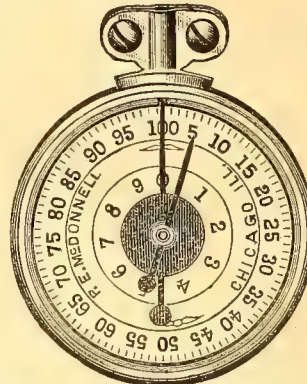
We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

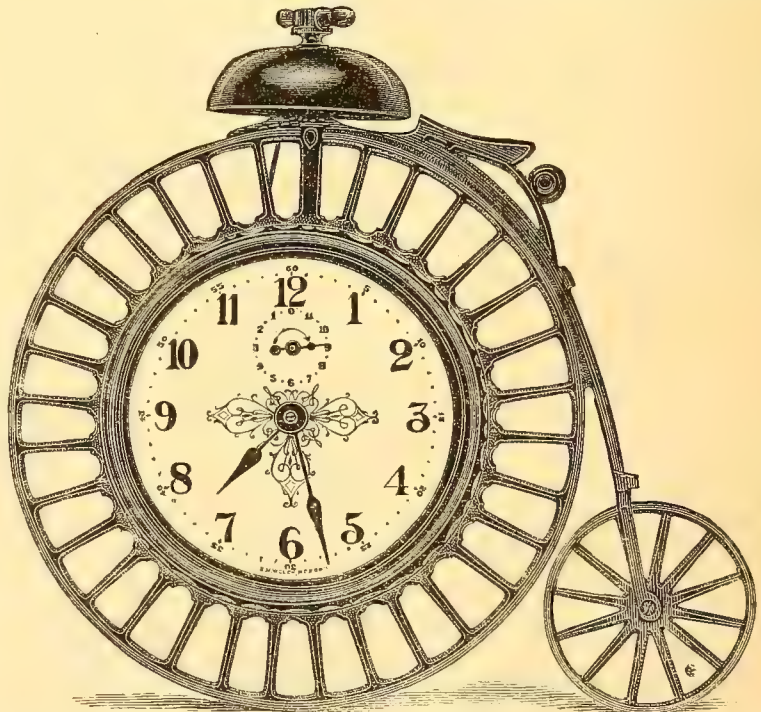
A CYCLOMETER



For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolutely

water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

A. G. SPALDING & BRO.
108 Madison St. . . . CHICAGO.
For Sale by Dealers Generally.

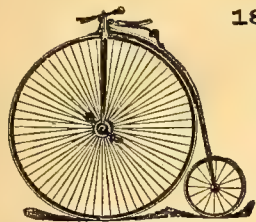


BUY THE BICYCLE ALARM CLOCK,

Manufactured by E. N. WELCH M'FG CO.,

No. 6 WARREN ST., NEW YORK, AND No. 69 WASHINGTON ST., CHICAGO.

FOR SALE BY JEWELLERS AND WATCHMAKERS.



R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

JUST OUT. The Wheelman's Song!

Words and Music by

JOHN FORD.

An original Bicycling Song and Chorus. The composer has caught the *spirit* of bicycling and breaks forth into song, at once spirited and melodious. The chorus is especially effective.

The title page is tasteful and appropriate.

PRICE, 25 CENTS.

Published by **H. B. HART, No. 811 Arch Street,**
PHILADELPHIA.

Sent postpaid on receipt of price.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

Exact Size.



WHEELMEN'S LEAGUE BADGES OF the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 811 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address **L. M. RICHARDSON**, Bicycle Agent, Milwaukee, Wis.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

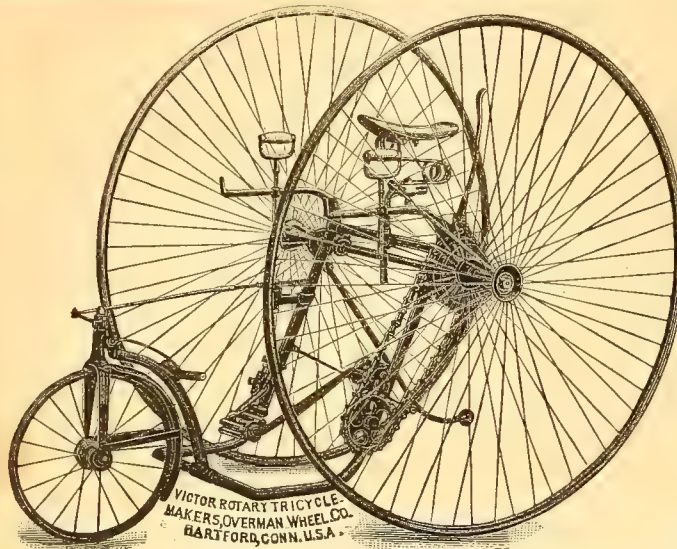
WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

Western Adventures of a Bicycle Tourist.

An interesting and spicy history of Will Rose's trip "on the wheel" from Danville, Ill., to Cheyenne City, W. T., with full particulars of the roads through Illinois, Iowa, Nebraska, and part of Wyoming. Full of fun and interest to Bicyclers. Illustrated. Just out. Price, 20 cents. Ten copies, \$1.50.

WILL ROSE, "Wheelman," Danville, Ill.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the **WORLD** can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, compressed into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. Arab Cradle Spring, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$150.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

509 Tremont Street, Odd Fellows Hall.

SOLE NEW ENGLAND AGENTS FOR

THE SANSPAREIL ROADSTER,

Light Roadster and Racer, and

THE AMERICAN BICYCLE.

THE AMERICAN STAR,

A PERFECT SAFETY BICYCLE.

THE VICTOR ROTARY,

The First and Best American Tricycle.

A FULLE LINE OF SUNDRIES.

SEND 3-CENT STAMP FOR CATALOGUE.

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 18 MAY, 1883.

Volume VII.
Number 2.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

C. H. THWING & CO. MERCHANT TAILORS, 410 WASHINGTON ST.

Our aim is to give fine goods at medium prices.

O. A. Atkinson.



THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries.

and Fittings, of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews' Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.



THE FACILE.

Licensed by Pope Mfg. Co., Sole American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also. A few first-class agents wanted.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 15 Park Place and 12 Murray Street, New York.

For a Meet or Drill, every Club
requires a Flag.

Nickel-Plated Flagstaff, with Handle-
Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTHS' IDEAL BICYCLE

ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
lited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street — CHICAGO.

THE AMERICAN STAR BICYCLE.

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
OTHER DANGEROUS FALLS.**

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

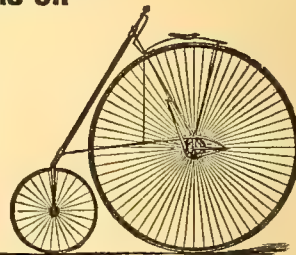
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



ENGLISH

Bicycles and Tricycles,

American Sanspareil and
American,

Second-hand and Repairing.

Also Cable Fencing.

A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.



Exact Size.



Pat. Sept.

P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

HARWOOD'S SAFETY STEP



N^o 4.

Is made in four styles, to fit any machine without drilling new holes in backbone. The bevelled teeth prevent tearing the clothing, and secure firm foot-hold in mounting. The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut represents the new style of No. 4 Step adopted by Stoddard, Lovering & Co. on the British Challenge. Price: Crocus-polished, 75c.; Nickelled, 75c. Send stamp for circular. G. F. HARWOOD, P. O. Box 1252.

PHOTOGRAPHS.—Wheelmen on the rocks at Newport, large, \$2.00. Bicyclers at Newport, Boston, Chicago, 11 x 14 mount, 50 cents each. The three on one mount, \$1.50.



Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

—BY—

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.
ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 18 MAY, 1883.

CONTENTS

Editorial; League Dues; Sunday Riding; Notes	13
New York Letter	16
Correspondence; Free Transportation	16
Corrente Calamo	17
Touring at the Meet	17
Marblehead Matters	18
\$20,000 Damages	19
\$25 Reward	19
Wheel Club Doings	19
Racing News	20
Exotic Mems	20
Books and Pages	20
L. A. W.	20
C. T. C.	21
Notes, Queries, etc.	21
Fixtures	21

LEAGUE DUES.

THE proposed increase in the yearly membership fee of the League is one of questionable policy. It may be that \$1.50 is none too much. It may be that the League needs the extra amount which the proposed increase is expected to give. It is true that no wheelman ought to object to paying the extra fifty cents. But will they do so? that is the question. We think they will, and our opinion is to some extent backed

by the statement in last week's WORLD, that clubs have been known to descend to the mean practice of allowing their memberships to lapse for the sake of rejoining at half price. The League is intended to be the popular 'cyclist club of the country, and its fees must be low to accomplish this end. A careful consideration of this question will, doubtless, be had at the general meeting, and the action there taken will be an expression of the feeling of the "rank and file." The officials of the League, "leading wheelmen," and "eminent 'cyclists," will continue their membership though twice the sum be charged, but the strength must come from the less interested but none the less desirable members. If the increase of dues drives out many of the latter, and we fear it will, harm will be done. We do not put so much stress as many upon a numerically large membership, and yet any action which will affect that most sensitive of the average man's accessories, his pocket, must be taken with care and only after due consideration, as the immediate tendency will be to decrease the number of members. The time may come, when the benefits are more tangible and the number of riders greater, that this proposal will be judicious and ever necessary. We think the time has not yet arrived.

SUNDAY RIDING.

THE old subject of club runs on Sunday is again being agitated, and their influence upon the public being discussed. If our contemporaries were correct in their facts and surmises, we would agree with them in attempting to discourage club runs on Sunday. When, however, we know that clubs in this vicinity of twenty, thirty, or sixty members, do not average more than ten or twelve men on runs, we can see no harm in their indulging in them on Sunday. If it were true that large bodies of riders go bowling through the country to the disgust of quiet citizens and disturbance of the peace, we would quickly lend our aid to suppress what is now but an imaginary evil. For over five years we have attended, with more or less regularity, Sunday club runs, and, while we may not be as particular as some in the observance of the Lord's day, we have never seen anything which would offend those who believe that the first day is the people's, to be observed according to "our lights." The bicycle moves along quietly, its

riders are, of necessity, abstemious, and as a class, quiet and well disposed. If eight or ten drivers, with the interminable clatter of their horses and carriages, were to indulge in the same outings as 'cyclers, we could readily appreciate the fact that public disapproval would follow. We have never heard that, outside of those States where the puritanical and narrow-minded blue laws exist, that 'cyclers were condemned for riding in company on Sunday. When the public express disapproval it will be well to raise this question, but till then, let those who wish to ride and can obtain companions in no other way have their club runs, as has been their wont. In all matters pertaining to religion we are most liberal, and have always adopted the policy of not interfering with others in their observance of the day set aside for rest, and, for our creed, we might add enjoyment. The harping on the fact of runs being "called" by the captain is childish in the extreme, as he merely sets a time and place when and where those who like can be sure of finding acquaintances and genial companions.

The sentiment of most of our clubs in this vicinity is in favor of Sunday runs, and those who have adopted the policy of not calling them have had the good sense to confine their restraint to their own members, and not influence, except by example, the actions of others. In conclusion, it seems to us in poor taste in one of our contemporaries to mention by name a club as being a notable one for desecrating Sunday in this respect, when many others are equally as guilty.

WE have tested to our satisfaction the practicability of the tricycle as a roadster for use on average highways. Those of our readers who are familiar with the road to Sharon will readily understand this when we say that the eighteen miles from Boston to Cobb's tavern was ridden by us on Saturday in two hours and thirty minutes, including two stops, one of ten and the other of five minutes duration. The return trip next day was ridden in ten minutes less time, with only one stop of ten minutes.

Every hill on the way, including Codman's Hill, was ridden with ease. We make this statement in no spirit of boasting, but merely to record the fact for the benefit of those who doubt the capabilities of the tricycle.

THE most important item of news we have to record this week is the formal retirement of Mr. Charles E. Pratt from editorial connection with our esteemed New York contemporary. Mr. Pratt's undoubted shrewdness and ability in certain directions would render him a valuable acquisition to any enterprise, while his large theoretical knowledge of all that pertains to the wheel makes him particularly so to a 'cycling one.

He has one fault, and that common to most men, his brain and his hand are dictated by his interests. We cannot but feel that our contemporary will be the gainer, however, by this change, as Mr. Pratt's contributions were usually recognized and generally understood.

New York Letter.

WELL, have n't we just had our fill of riding during the past two weeks? The roads have been literally elegant, nice, short, cooling showers at night generally lasting just long enough to make a good coating to the roads, and the next morning they would be simply perfection, and we have just luxuriated in them, you had better believe. The man that has not been out during this lapse of fine weather I don't call worthy of the name of "bicyclist," and it has even had an effect on the ladies, and the good example which is being set by Mrs. Adams and the wife of one of the other New York Club members in taking a daily spin on the road in their sociables is having a striving effect on others in raising a strong desire to emulate the energy exhibited, and I certainly expect to see many more flying around beside our wheels before the end of this year. It will bring to our sport all that is needed to make it perfection; the presence of our wives and sisters in our very midst, amongst scenes which even now move our hearts and senses with a lasting feeling of pleasure, will certainly not prove detrimental to such pleasure, but rather add to it, and the softening influence of their presence cannot but help having its effect on our ways, sometimes rough-and-tumble enough. To branch rather abruptly, however, to the all-absorbing subject of the Meet, — *in re* this, the arrangements are now probably about all completed, with the exception of the sending out of the descriptive pamphlet, which is placed for this week some time, and which will conclude all the present preparations, and include all necessary information, which of course I shall not attempt to incorporate in this present sentence. Everybody here is completely enthused, and the prospects grow brighter and brighter every day for a great and glorious (with three G.'s) Meet. The Citizens, Ixions, and New Yorks are all completely gone on the subject, and what with the eternal talking and rehashing of the coming affair, and the drilling to which they have

all taken lately (greatly to my discomfort), I am fairly done up. But all the same (for I think I am pretty well gone on it myself) this will be the greatest meet yet held in this country, at any rate if perfection of arrangements and general enthusiasm can make it so, — mark it well, gentlemen. All we need is the assistance you will bring to us in point of numbers.

The racing season appears to have fairly commenced at last, and three or four of the Ixions, two or three of the Kings County, together with Thompson and Stearns, of the ex-Lenox, are all already hard at work training. The Atlantic Athletic Club's games, which came off at the Manhattan Club grounds, on 5 May, a week from this last Saturday, brought out quite a number both of club men and miscellaneous. The track was in fair condition, but the day was muggy and the crowd very moderate. The race, a one-mile handicap, was won by Louis Stearns, in 3.38, Ernie Thompson, who had a penalty of forty yards in time imposed, coming in second, in 3.30. Thompson, I think, should have been protested, entering as he did almost a week after the date of closing of the entries, that being the reason of the penalty of forty yards. The Crescent Club games came off yesterday, at the same grounds, and were somewhat a repetition of the Atlantics'. The race, also a one-mile handicap, being won by Louis Stearns, in 3.29½, Thompson (scratch) second, and P. M. Harris third. Gold, silver, and bronze medals to first, second, and third. The games were better attended than the Atlantic, and the race a rather singular one on account of the number of men that fell in it. The race was run in heats, and in the second heat three men fell, Robinson being first, with a broken pedal pin and a split ear; Hall next, and right in front of Sanford, who tumbled on top of him, both being pretty well bruised. Sanford, however, got up, and in getting on, immediately, in his hurry, went over again. Nothing daunted, however, he tried again, and came in second in his heat, but too much bruised to stand any chance in the final. R. G. Rood, of the Ixions, scooped in the first prize at the two-mile race in the Columbia College games, getting also an extra medal for breaking the college record, Frank Howard coming in second. So, you see, taking it all in all, it has been a pretty lively fortnight, and if we keep it up at this rate, by the time of the Springfield tournament we will be able to make pretty good showing for New York on Springfield's track, though Thompson, I think, is going stale. Pitman is training within an inch of his life, and seems determined to scoop a few more second-place medals this season, or die in the attempt. He will then have them gilded, and call them "first place." The New Yorks had a club run with the two ladies on tricycles, to Yonkers, last night, and the Ixions had one to-day to Tarry-

town. The Citizens have not indulged so much in runs lately, but are devoting themselves to drilling, and are gradually getting in fine shape, so much so, in fact, that in coming back from one a day or two ago, one of the leaders (they were riding in single file) was unfortunate enough to take a header; as if in duty bound, the rank and file came up, — and went down, five more men being piled on top of the first poor D — 1. Their precision is something wonderful, and our amusement is proportionately large.

NEW YORK, 13 May, 1883.

CHIC.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Free Transportation.

Editor Bicycling World: — I am afraid you have, unintentionally, of course, led a number of your readers living in Philadelphia into quite a mistake by publishing in your paper of 27 April a statement from the chairman of the L. A. W. committee on railroads, which runs as follows: "The entire system of the Pennsylvania Railroad has issued instructions to baggage men to carry bicycles free. This includes the following roads, etc." As you probably know, we have a superb pike, running out to Bryn Mawr and beyond, parallel to the main line of the Pennsylvania Railroad. It sometimes so happens that after taking a ride out the pike I have to return to the city by the cars. We have always been charged twenty-five cents for each bicycle on this railroad, but a few days ago, having seen your notice referred to above, I decided to take the train from Bryn Mawr, and expected not to be "bled" for the machine. What was my surprise at being asked for a quarter, as usual. Showing your notice in the *WORLD*, a copy of which I happened to have in my pocket, the baggage man said that no orders to that effect had been issued, so I paid, and upon my arrival in Philadelphia went to the office of Mr. McWade, the general baggage agent of the railroad. He was very polite, but said that he did n't know anything about the L. A. W., that no order as to carrying bicycles free had been issued, and, if it had, would have been signed by him.

Now, Mr. Editor, I hope you will look into this matter and correct the mistake, for such it certainly seems to be. I don't think that it will help to form a very good opinion of the L. A. W., at least in this city. I believe more from this section of the country would join its ranks if some of its benefits, such as influencing the Pennsylvania Railroad to carry machines free, making League hotels, etc., were more apparent here.

Yours, very truly,

A LEAGUE MEMBER.

[We, of course, acted only under instructions from the chairman of the

railroad committee, and merely followed "copy." Our correspondent will see that in our last issue we printed a communication under the head of "Transportation," stating that "the issue of instructions by the Pennsylvania Company to carry bicycles free only covers lines in its system west of Pittsburg." We are exceedingly sorry that any one should have been inconvenienced by this mistake. — ED.]

CURRENT CALAMO

THE Boston *Herald* had better get a new man to run its bicycle department. In its Sunday issue it refers to Paul Butler and Willis Farrington as touring in England on a *double bicycle*.

THE *Wheel*, of New York, has been hounding THE BICYCLING WORLD and its editor in every possible manner, for reasons which we cannot discover. Until lately Mr. Dean has borne these attacks with a meekness and patience almost equal to that of Job. In his issue of 4 May, however, he drops some very strong hints, and Jenkins will burn his fingers if he takes them up, in our opinion. — *South Boston Inquirer*.

If there was a wrong done to the League by THE BICYCLING WORLD, why did not this self-constituted champion right it honestly? Surely there was no need to twist and torture meanings from paragraphs that the man who wrote them never intended them to bear; that they did not bear when read in their proper place in the articles that they originally formed parts of. But was there a wrong done? To us it seems that Mr. Fred. Jenkins has done nothing to show that the WORLD has acted otherwise than as a good friend to the League; he has done nothing to show that his abuse of the WORLD has not been to gain for his own paper the rather doubtful prestige that the "official organ" of the League lends. — *The Bicycle*.

THE Springfield *Wheelmen's Gazette*, by a *lapsus calami*, refers to the Massachusetts Club as intending to tour through Connecticut on Sunday; it should have read "the Boston Club."

J. FRED ADAMS is THE BICYCLING WORLD's representative at Haverhill, Mass. Any courtesies extended to him will be appreciated by us.

SINCE the bicycle has been so common in Fairmount Park, the horses frequenting that great resort appear to have become more accustomed to the sight, and less apt to take fright and run away in consequence of it. Moreover, the use of the bicycle in the park has been quite as much of an attraction as the boat clubs on the river or the croquet players on the grassy lawns. — *Philadelphia North American*.

ON 9 May, the Eagle Rock Hill, first ascended by "Ixion," a few weeks ago, on a 44-inch Facile, was again surmounted by him on a Victor Rotary tricycle, 50-inch drivers, geared down to 44 inches.

"TRIKER" attention! Here is the opinion of Mr. Henry Turmeay on seats

vs. saddles. *Query*: "Do the majority of English lady cyclists use the saddle in preference to the seat?"

Reply: "The majority of English lady cyclists use the seat, as they cannot be prevailed upon to try the saddle, but all those who have done so stick to it, and renounce seats forever." — *Cyclist* 25 April, 1883.

Comment is unnecessary.

RUEDA writes, "I find the bicycle mania has reached Los Angeles (Cal.), and was delighted to meet two enthusiastic wheelmen, Mr. F. C. Lewis, riding a 60-inch wheel, and Mr. J. F. Sarber riding a 54. I had the pleasure sending the names of these two gentlemen to our worthy secretary for membership of the L. A. W. The roads are very good here for wheeling, especially the seventeen mile drive that was constructed by the Pacific Improvement Company."

OUR business manager is happy in the possession of a new Victor Rotary. He says that his old mount was akin to hard labor, and his new one is a perpetual joy. Last Saturday Mrs. Business Manager rode eight miles, with no appreciable fatigue, on the three-wheeler, and she says that the whole problem of tricycling is now solved by the Victor, and that it will be practicable for her at any time to take the machine for a ten-mile spin. Mrs. B. M. says the future is now peopled with great pleasure for her. We cannot say how it will be when they both want the wheel at the same time, but we hope they will spend no time in disputing, but settle the matter by tossing up.

WE feel justified in devoting considerable space to tricycling, because we are convinced that most of our readers are thirsting for information about the three-wheeler. Bicycles, in their construction, have, as a rule, settled down to certain standard patterns, and we find very few changes to record. We let slip, however, no opportunity to keep our readers posted on any improvements in the narrow-gauge machine.

L. A. W. CONSUL IDE, of Waltham, has removed to Waterbury, Conn.

IT is reported that a \$300 prize will be offered at the League Meet for the best drilled club.

AN ordinance was passed last week by the common council of Phillipsburg, N. J., forbidding the riding of bicycles in that town, and imposing a penalty of fine and imprisonment for each offence. The reason for this is that recently several persons have been injured and horses frightened by bicyclers. The bicyclers of the vicinity will probably contest the lawfulness of this ordinance.

A WORDY newspaper war is going on anent the fancy-riding championship question, between Messrs. Tufts and Wilmot. Each charges the other with bad faith and questionable proceedings. We suspect the matter could be arranged if it were not for the fact that the riders are under engagement to rival concerns, and they cannot agree upon the place of

meeting. The two parties have met and have come to no agreement. Mr. Wilmot, as the challenged party, claims the right to name the date and place. Mr. Tufts says: "Mine is the first professional championship challenge ever published in this country, as far as I can learn, and until it is accepted according to its provisions, I shall claim the title now in dispute. In order to give all bicyclers ample opportunity, I will amend my challenge so that it shall remain open until accepted." Mr. Tufts, therefore, insists on riding at the Olympian Club rink.

IN Paris there is about one wheelman for five hundred inhabitants, and in the rest of France one for every thousand inhabitants. Paris has more than four thousand.

UGO AUCILLOTTI, a boy twelve years old, is said to be superior to Scuri on a monocyte. While riding he catches on his head caps thrown by his father, who is mounted on a bicycle, and performs on his one wheel a number of juggling tricks with copper balls, plates, hats, knives, etc. He does all this with grace and speed, and seems to be a part of his machine. Stranger yet, he holds on his nose a peacock's feather, and hangs entirely on one side of his wheel, while he turns round in a space sixteen inches in diameter; and this he does so rapidly that he looks like a top spinning. All this has also been done by him without any handle bar, and has made a much sharper turn than the one mentioned above. With his present improvement, he will in time turn round on a twenty-five cent piece.

MR. F. G. BURLEY, maker of the Burley saddle, has built a tricycle for his own use. It contains many novelties in construction.

THE tricycle donated by the Overman Wheel Company as a prize for a tricycle race, will be an exceptionally fine one. It will be valued at \$500, and be finished in the most costly manner. We hope it will come to Boston.

DUSENBURY has sworn a fearful oath. He swears he will kill the next man who says to him: "When I want exercise I'll go out and saw wood."

Our English cousins have been carrying on an interesting discussion anent the wearing of club uniforms at cycling dinners and balls. We presume that no amount of discussion will make any difference, and that those clubs that fancy riding suits at their social gatherings will continue to wear them and request others to do so.

THE *Evening Press*, of Greensburg, Pa., on 25 April, printed a long article on bicycling, of an historical nature.

Touring at the Meet.

THE PORT CHESTER AND TARRYTOWN ROUTE.

Editor Bicycling World: — I have just sent to the *Wheelman* a long article, giving a minute account of the excellent macadamized roads in the region of

Newark and Orange ("Coasting on the Jersey Hills" is the title of it) in the hope that many, who may be freshly confronted by the information just before coming to the Meet, will be tempted to try their legs on those self-same hills.

My present letter, however, is not simply designed to ask your leave to request possible tourists to keep a sharp lookout for the forthcoming article, in order that they may learn the attractions of a region which may recommend itself to them as worth exploring after the Meet is over. I wish rather to urge to come touring to the Meet from the East ought to arrange to do so by way of Tarrytown, for the ride down the Hudson from there to the city is a thing which no stranger can afford to miss.

On 19 April, the centennial anniversary of the day when Washington proclaimed to his army at Newburgh that the long fight was ended, I made a pilgrimage to the historic battle-field of White Plains, situated midway between the waters of the Sound and the Hudson; and as I have never seen a description of the road connecting those waters, I make bold now to present one. — especially as, until the day when my own experience proved the contrary, I had long cherished the notion that the path between Port Chester and Tarrytown must be very difficult for the bicycle.

Near the foot of the main street, in Port Chester, is a little park, containing a music stand; and from there I started westward at a quarter-past nine, and rode up most of the grades, on the sidewalk flagstones, to the top of the high hill. Macadam, not yet trodden smooth, covered the downward slope, and I walked up the latter half of the ascent which followed. Beyond a big watering trough of stone the road makes a turn to the left, and at that point I climbed up on a lofty rock in the neighboring orchard and watched the water of the sound for half an hour, since that was to be my last chance for the day. Thence I wheeled, by an average good road, winding among the hills, but pretty level, to the soldier's statue, in White Plains, opposite which a turn must be made to the left, to reach the centre of the town. I, however, proceeded up the wide thoroughfare called Broadway to the old cannon, which marks where the American line was drawn up to receive the British in the battle of 1776. Beyond this is still another monument, in the form of an ancient mortar, which marks a second historic point in that day's strife. I used the west sidewalk in ascending the hill, but returned in the roadway, and when I entered the street opposite the bronze soldier, I met with a most excellent stretch of macadam, along which I coasted down into the village. Beyond here I found good riding, on a somewhat winding track, composed of light loam, which would probably be loose and dirty in dry weather, and I did no walking till I reached the hill, after crossing the railway station. This point was five miles from the cannon on

the battle field, and the cannon was seven miles from Port Chester. Another mile brought me to the Vincent House, in Tarrytown; and, as I suddenly emerged from the woods upon the crest of the hill leading down to the same, the unexpected sight of the Hudson, which is three miles broad at this point, and of Nyack on the bank beyond, was refreshing in the extreme. A tourist would do well to rest there before descending to the level of Broadway, on the left side of which, a few rods to the north, stands the Vincent House. As the slope is a sharp one, and makes a right angle with the main street, it should be descended with care.

The distance from the Vincent House down to Washington Heights, which is the terminus of the west side elevated railway, is somewhat less than twenty miles; whereas, the distance from Port Chester, along the direct Westchester road, to Harlem Bridge, which is the terminus of the east side elevated railway, is twenty-three miles, as measured by my cyclometer in November last. A wheelman is practically "in the city," as soon as he reaches the "elevated," for he can easily get his wheel stored for the night at any adjoining beer saloon. Hence, as the two terminal stations may be practically considered identical, as representing "New York city," it follows that the tourist who comes here from Port Chester by way of Tarrytown rides only nine miles more than the one who comes along the Sound (for it will be remembered that I used a mile or so in my detour to the battle-field at White Plains).

The ride of thirteen miles, on the track described by me, between Port Chester and Tarrytown, is well worth taking on its own account, and it is, on its own account, much pleasanter than the ride of similar length southward from Port Chester to Pelham Bridge; but its value as an introduction to the macadamized roadway leading down the Hudson is the thing I chiefly urge in commending the route to the attention of tourists to the Meet. To those Boston men, especially, who have planned a ride from Springfield to New Haven, I wish to address my words, and to assure them they can have far more fun by changing their route a little, so as to substitute "Port Chester, White Plains, Tarrytown and New York" for "Hartford, Meriden, and New Haven," as their scene of action on Sunday, 27 May, 1883. I have already made the suggestion in writing some "Good Words for the League," which I presume will be printed in the *Wheel*, that, having wheeled from Springfield to Hartford on Saturday afternoon, the Bostonians take a special train to Stamford, Greenwich, and Port Chester, and distribute themselves among the various hotels of those places for the night. I myself started from Stamford on 19 April, and rode to Port Chester for breakfast, eight miles, in an hour and a half. There are several hills which I had to walk up, for the grades average better when one is

faced eastward. Putnam's hill, just before one reaches Greenwich from the east, is worth examining, as the scene of "Old Put's" historic horseback ride away from the British troopers. A family named But-ton, who live near the spot, are said to be very civil in explaining the details to the sentimental tourist, but perhaps it would not be well to tempt them on a Sunday morning.

In my *Wheel* letter I have expressed the idea that the pastime of bicycling in Connecticut will have its social standing definitely injured if one of the chief clubs in the League organizes a big procession through that State on Sunday; whereas, the happening of the same thing in the immediate neighborhood of the metropolis is likely to cause comparatively little ill-natured comment. These considerations may not, of themselves, be thought weighty enough to cause a change of plans on the part of the Boston Bicycle Club, but they are worth remembering, as a supplement to my main argument, that more sport can be secured by a change in route. I myself rode from Hartford to New Haven on 17 April, and I found about five miles of sand below Wallingford, which I don't think the Bostons, even, would enjoy walking through. Better, on the whole, than the Meriden route from Hartford, is the one by way of Cheshire, which I made trial of on last November. Between New Haven and Cheshire, I think a man might ride fourteen miles without dismount, but to the north of Cheshire lie three or four miles of sand which I could not ride through.

I may add, concerning my three days' April run from Hartford to New York (comprising one hundred and twenty-three miles, just about equally distributed between the 17th, 18th, and 19th), that I made it on a new "long-distance" saddle, and was greatly pleased with the same; for, though I had not mounted a wheel for three months and more, I experienced no soreness or stiffness after the first day. I could hardly have said as much of old "block" saddle, which I regretfully decided to abandon, after my January ride to Hartford, — not because I was displeased with it, but because my riding upon it for 6,200 miles had really worn it quite to shreds. KARL KRON.

WASHINGTON SQUARE, NEW YORK, 5 May, 1883.

Marblehead Matters.

ONE of the "goody-goody" citizens of the pleasant old town of Ipswich was shocked at the sight of so many knights of the wheel on Sunday, and ordered the unoffending invaders to leave the town at once or he would have us all arrested under the Sunday law. He kindly allowed us, however, to go to the hotel, where we were informed that Mr. Pomposity was one of the lights of the town, — a dabbler in politics, or something of the sort, who had recently suffered a defeat for the Senate or the House, and still smarting under the sore, was wont to vent his ire on everything and everybody he came across. "He's a very

good Christian, Sundays," said one of the well informed men of the town, "but during the week is one of Satan's most devoted subjects." The wheelmen were very quiet and orderly, and felt sorry to have caused any annoyance; but when they learned that the people of Ipswich did not look upon them in the light of rowdies bent on a Sabbath-breaking excursion, they felt better,—particularly when they were apologetically told "not to take any notice of what he says."

Wheeling matters are lively all over the county. The various clubs have held their annual dinners and elections, and are now busy arranging for the Memorial Day meet of L. E. C. W., which is to be held with our Lynn brethren this year.

The Lawrence Club now numbers over forty members, and is in a more flourishing condition than ever. It is having an elegant suite of rooms fitted up opposite the City Hall, which will be the most elegant quarters of any club in the county, and not far, if any behind the rooms of the clubs at the Hub.

The Marblehead Club is to observe its second anniversary on the 21 inst., by a moonlight run and dinner, at either the Essex House, Salem, or the League hotel at Lynn.

That "Down East" tour promises to be a trip of rare pleasure. "Geesee" has been favored with an invitation, and he wishes to say, in answer to the queries of many friends, as to whether he intends to go on the tour or not, that he is going, if he's alive, the 18th of June, and hasn't a broken leg. A mere glance at the programme, and the list of probable participants is sufficient. A wheelman who can withstand those attractions must indeed care very little for touring.

The editor of the *New York Observer* makes the following appeal in a recent issue:

"We have more than once asked for a horse that a hard worked and impecunious minister might ride in doing his duty to a large and widely scattered congregation. Now we want a bicycle for a rural pastor. He could not afford to keep a horse if he had one. But his parish lies so that he can make a bicycle answer the purpose, and his health, usefulness and enjoyment will be promoted by its use. Any donations for this interesting object sent to us will be faithfully applied."

Wheelmen who are desirous of contributing to the worthy object, should forward their donations to 21 Park Row, New York.

With a couple of friends I recently took a run—or, more correctly, a walk, to Billerica, and to those thinking of wheeling in that direction, I would say, don't! Such roads! Sand so deep it is almost impossible to even push your wheels through it. There is but one bicycle in the place, a 48-inch Royal Challenge, owned by a student at Mitchell's Boys' School. After testing the roads in that vicinity, I don't wonder that there are no more.

GEESSEE.

\$20,000 Damages.

ONE day last August four members of the Keokuk (Iowa) Bicycle Club,—J. G. Delaplaine, G. W. Delaplaine, E. H. Rothbert, and D. R. Craig,—started on a spin to Carthage, Ill., a distance of twelve miles. When about a mile and one half from Elveston (a small place on the road) they saw a horse and buggy approaching, the buggy containing three ladies. The riders slowed up and rode carefully to prevent any accident. The horse, however, shied when they were still a long distance away. The boys dismounted and laid their wheels out of sight, but it was too late; the horse turned and upset the buggy, throwing the occupants out, the shock dislocating the shoulder bone of the eldest lady, and, as was afterwards ascertained, but not known at the time, breaking a rib of one of the other ladies, the third escaping unhurt. Craig rode to Elveston and procured a physician and horse and buggy, while the others did all in their power to relieve the sufferings of the women. When they had done all they could, and seen the ladies well taken care of, they resumed their run. Some time afterwards a man from Elveston approached one of the club and said he had authority to compromise the matter for \$100. The bicyclers felt under no obligations to pay the claim, and refused to do so, offering, however, to pay the physician's fees. Nothing further was heard of the matter until 25 April, when two riders—W. M. Sawyer and J. G. Delaplaine—rode over to Carthage, and, while standing in the hotel office after dinner, a deputy served a notice on Delaplaine of two suits of damages for \$10,000 each, brought by the injured ladies, summoning him to appear at the circuit court in Carthage the first Monday in June. The other riders have not, as yet, been summoned, but expect to be as soon as they put foot on Illinois soil. The sympathy in this community is entirely with the bicyclers, and the attorneys in this city laugh at the idea of the parties bringing suit. The subsequent proceedings in the case will be looked forward to with interest.

KEOKUK.

\$25 REWARD

Will be paid for the apprehension of the party driving a black horse, attached to a buggy, who ran into a member of the CINCINNATI BICYCLE CLUB, on Sunday, April 29, about 5 o'clock, P. M., near the Ross Lake Tollgate, Spring Grove avenue.

W. A. WHITING, Captain.

H. N. KITCHELL, Secretary.

The above advertisement, which appeared in one of the Cincinnati papers, is the result of a most outrageous treatment to a wheelman. On Sunday, 29 April, about thirty members of the Cincinnati Club took its first road ride of the season. Two of the members, who were lingering in the rear, got separated from the rest of the party. When nearly opposite Ross Lake, a man driving a horse and buggy willfully drove into one of the bicyclists and knocked him down.

His machine became entangled in the wheels of the vehicle, but the criminal driver paid no attention to this, and made no effort to check his horse. The prostrate man was dragged a distance of one hundred feet, and would have probably been killed had it not been for the intervention of his companion, who pushed forward on his machine and caught the horse by the bridle. The bicyclist was picked up in an unconscious condition, but, beyond a few bruises, was not injured. The driver of the horse and buggy whipped up his horse before he could be identified. It was afterwards resolved by the club to offer a reward of \$25 for his apprehension. No effort will be spared by the club to protect their rights.

WHEEL CLUB DOINGS

CAPTAIN CLAFLIN has returned from the South much improved in health.

THE Pennsylvania Club received its friends yesterday.

THE Nashville (Tenn.) Wheelmen, formerly the Nashville Bicycle Club, held a meeting 8 May; new members were admitted, and other business transacted. The club has now twenty-three members.

THE Connecticut Bicycle Club held its annual meeting Tuesday, 8 May, and elected the following board of officers: President, T. Sedgwick Steele; secretary and treasurer, F. E. Belden; captain, Charles E. Chase; first lieutenant, Henry Redfield; second lieutenant, Charles G. Huntington; standard bearer, Clark Lawrence. The club will have club rooms at 239 Main street, Hartford.

At the annual meeting of the Philadelphia Bicycle Club, held on Tuesday evening, 8 May, officers were elected as follows: President, H. C. Blair (re-elected); secretary and treasurer, H. A. Blakiston (re-elected); captain, H. R. Lewis (re-elected); lieutenant, E. L. Miller; club committee, embracing the first three officers and Messrs. G. N. Osborne, C. Gedney King and James H. Taylor.

THE annual meeting of the Meteor Bicycle Club, of Detroit, Mich., was held on Monday, 7 May, and the following officers were elected: President, Frank D. Black; captain, Herbert M. Snow; secretary and treasurer, C. D. Standish. Mr. Stanley B. Huber, formerly of Louisville, was elected a member of the club.

THE second annual meeting of the Mountain Club, of Johnston, Pa., was held 7 May, and the following officers elected for the ensuing season: President, George M. Davidson, Jr.; captain, Homer D. Williams; secretary and treasurer, Webster Norris. The club voted to continue its membership in the L. A. W.

ANY one believing that wheelmen are necessarily boys or very young men should have looked in at the Central House, Waltham, the other day, where fifteen of the Massachusetts Club were collected on a "break-fast" run. The youngest present was thirty years of age, and the oldest lacked six months of being fifty; the average age was thirty-seven. The club rode home in two divisions, and the pace taken by the first division certainly did not indicate that the members were suffering from any of the infirmities of age.

A FEW members of the Boston Club ran to Cobb's Saturday, returning Sunday afternoon.

ROXBURY CLUB went to South Framingham Sunday.

THE Massachusetts club has adopted a white jockey cap with a blue cord, to take the place of the regular club cap during the summer months.

THE Chelsea Club took a moonlight run to Lynn Monday.

THE Ramblers ran to Salem last Sunday.

MELVIL DUI, Esq., a member and one of the founders of the Alpha Tricycle Club, of Newton, and an enthusiastic rider of the tricycle, has been chosen librarian at Columbia College, New York.

THE Rutland (Vt.) Club will run to Fair Haven on Decoration Day. Dinner at Fair Haven.

THE Pennsylvania Club has decided to abandon the road race set down for 30 May until some future date.

HAWTHORNE CLUB, Salem, Mass. Annual election, 4 May: Chas. T. Rogers, president; Frank P. Symonds, vice-president; Henry T. Conant, secretary; John A. Chamberlain, treasurer; Wm. H. Bondrean, captain; A. J. Philbrick, first lieutenant; F. C. Parkard, second lieutenant; L. B. Packard, bugler; Geo. A. Abbott, Jr., color bearer. During the evening Lieutenant Philbrick presented the club with a handsome silk banner.

THE following code of rules has been adopted by the Baltimore wheelmen for the guidance of 'cyclists while riding in Druid Hill Park:—

1. Coast only when you see the roads clear of carriages to the foot of the hill.
2. Do not ride more than two abreast when more than two are riding in company.
3. Keep the right side of the road on meeting carriages, and pass on that side. When passing from the rear always notify the driver, and pass on the left side of the vehicle.
4. Do not pass between carriages.
5. Lamps should be used for night-riding. Riders are cautioned to use discretion, and to endeavor to overcome the prejudice of the driving public.

ELIOT NORTON, of the Harvard Bicycle Club, has been elected one of the editors of the *Crimson*.

THE Newton Bicycle Club will have a grand fancy dress parade on the morning of 4 July.

THE City Bicycle Club, of Brockton, Mass., ran to Sharon Sunday.

THE Bay State Wheel Club took an extended run south of the city Sunday.

TWO members of the Malden Club and a friend dined at Cobb's Sunday.

RACING NEWS

BROOKLYN, 5 May.—Polytechnic Athletic Association; 2-mile bicycle handicap; H. Hall, eighty yards. Time, 8m. 27s.

NEW HAVEN, 7 MAY.—Yale College games. Two-mile bicycle race; G. M. Vincent (1); W. Maxwell 10s. (2). Time, 7m. 30½s.

NEW YORK, 5 MAY.—Atlantic Athletic Club, at Manhattan Athletic Club grounds. Mile bicycle race; L. Stearns, two hundred yards (1); E. A. Thompson, forty yards (2); W. F. Hunter, sixty-five yards (3). Time, 3m. 30s.

STENTON, PA., 5 MAY.—Philadelphia Fencing and Sparring Club field meeting on grounds of the Young America Cricket Club. Two-mile bicycle race; J. Dyson (1); Louis Koll (2). The result is in question, and the race will probably be run over again, as Koll claims that he was the only one who ran the whole distance.

LONG-DISTANCE RIDING IN ENGLAND.—Saturday, 7 April, at Drill Hall, Newcastle, a one hundred-mile bicycle race, in which G. W. Waller, W. Parkes, W. Tyre, H. O. Duncan, and J. Cleminson contested, took place. At 3h. 6m. from the start Tyre and Parkes accomplished fifty miles, Waller doing the same distance eighteen seconds later. At ten minutes past eight Tyre fell and injured himself severely. At 8.35 Waller, who was a lap behind Parkes, dashed to the front, but at 9.55 was taken suddenly ill, the distance ridden by him up to that time being eighty-four miles eleven laps. Parkes rode on till he completed ninety miles, when the referee ordered him to stop.

AT the Casino, last week, a twenty-mile race took place between John W. Wilson, bicyclist, and Miss Lillie Dinsmore, horsewoman, in which the former was winner. Miss Dinsmore retired early in the race.

EXOTIC MEMS

AT a meeting of the Bicycle Union executive, 24 April, the following resolution was adopted: "All tracks shall be measured twelve inches from the inner side of the path." A change was further considered, but no definite action taken.

IT is reported that Lowndes has returned to the workshops of Rudge & Co., so it is not likely that he will race this season on a Premier tricycle.

ANOTHER exhibition of bicycles and tricycles is to be held in London at the time of the Hampton Court Meet.

THE Surrey Machinist Company, makers of the Yale bicycles, are now turning their attention to tricycles. Its sociable is said to weigh but little over 100 pounds.

THE 'Cyclist's' review of the *Wheelman* for April ends thus: "The editorial, or editorial contribution, is, however, one of the most amusing and far-fetched pieces of writing ever written on the subject of the bicycle trade and its history. It runs to a length of no less than six pages, and purports to be a reply to Mr. Sturme's letter in the last number on the question of the Pope patents and the way they are handled; but in place of being a reply to the questions asked, it descends into a rhapsodical tirade, and in place of convincing reply, only succeeds in twisting and perverting the meaning of expressions used, having recourse to the subterfuge of speaking of the bone-shaker and leading its readers to understand the modern machine is meant, and in other ways using school-boy artifices to enable it to pose as having 'replied' to pertinent questions asked."

BOOKS AND PAGES

Bicycle Tactics is the name of a neatly printed and illustrated work by T. S. Miller, of Chicago. It contains much useful information regarding the handling of a club on the road and in a parade. Every club captain and road officer should send twenty cents to T. S. Miller, 41 Seelye avenue, Chicago, and receive a copy.

THE Springfield *Wheelman's Gazette*, just received by us, though published to advertise and create an interest in the three days' tournament of the Springfield Club, contains a large amount of matter of general interest to wheelmen. It is nicely printed and well edited. It will be sent free to every cyclist who sends his name and address to A. L. Fennessy, secretary, P. O. Box 1019, Springfield, Mass.

WE have read with much pleasure a work of a couple of hundred pages, entitled, "Nauticus in Scotland." It is an account of a tricycle tour of 2,463 miles in "the land of the mountain and of the flood." Each day's journey is written in the form of a diary, copious notes of a historical nature being added. It cannot fail to be of interest to the general reader, while, to any one who intends to visit Scotland, it furnishes a valuable guide-book. It is pleasantly written, well printed, and nicely illustrated. It is published by Iliffe & Son, Coventry, England.

THE second number of the *Western Cyclist* has just reached us and is much improved in appearance.

THE *Bicycle*, our esteemed Canadian contemporary, has at last come to hand. It is a bright and well-edited monthly and well worth the price of subscription.

THE Salem ticket for the L. E. C. W. for the coming year is announced as follows: President, M. D. Currier, Lawrence; vice-president, A. J. Philbrick, Salem; treasurer, George Chinn, Marblehead; secretary, J. F. Adams, Haverhill.

LEAGUE OF AMERICAN WHEELMEN.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, Cor. Sec., *pro tem*.

ALBANY BI. CLUB:	Add.
3686 Chas. Grant, cor. Federal and N. 2d streets, Troy, N. Y.	
3687 Albert L. Judson, 38 State street, Albany,	"
3688 David M. Kinnear, cor. Church and Pruyn streets, Albany,	"
3689 Henry Lansing, care Corning & Co., Broadway, Albany,	"
3690 Howard Olcott, care Geo. Paddock, 60 State street, Albany,	"
3691 Geo. Paddock, 60 State street, Albany,	"
3692 Henry R. Pierson, Jr., 38 State street, Albany,	"
3693 Edwin H. Shaffer, 270½ Hudson avenue, Albany,	"
3694 Robert P. Thorn, Jr., 5 Green street, Albany,	"
3695 Elwood W. Vine, 56 Chestnut street, Albany,	"
3696 Edward J. Wheeler, 246 Lark street, Albany,	"
WASHINGTON CYCLE CLUB:	
2697 Amos W. Hart, 1112 New York avenue, N. W., Washington,	D. C.
3698 Warner J. Kenderkine, 1320 Pennsylvania avenue, N. W., Washington,	"
3699 Edward T. Pettingill, 2036 G street, N. W., Washington,	"
3700 Albert A. Duly, U. S. Nat. Museum, Washington,	"
3701 Henry H. Bliss, 715 H. street, N. W., Washington,	"
3702 Willard D. Doremus, 617 21st street, N. W., Washington,	"
3703 Marbury B. White, 1011 12th street, N. W., Washington,	"
PEQUONNOK WHEEL CLUB:	Add.
3706 Frederick H. Sanford, 284 Washington avenue, Bridgeport, Conn.	
3707 Glover E. Sanford, 142 Washington avenue, Bridgeport,	"
LEHIGH UNIVERSITY BI. CLUB:	Add.
3709 J. A. Heikas, South Bethlehem, Pa.	
UNATTACHED:	
3704 Andrew Parker, 916 E. street, N. W., Washington, D. C.	
3705 Henry K. Merriut, Moriastown, N. J.	
3708 M. R. Kelly, 27 Christy street, Troy, N. Y.	
3710 Arthur Taylor, Bay Side, Long Island,	"
3711 C. L. Taylor, St. Denis Hotel, New York city.	
3712 W. S. Wilson, 42 W. 128th street,	" "
3713 Wm. Seyffardt, East Saginaw, Mich.	
3714 Joseph Butcher, 54 Temple Place, Boston, Mass.	
3715 H. D. Hurlburt, St. Albans, Vermont,	
3716 G. S. Liggett, M. D., Iron Mountain, Mo.	
3717 J. N. Forsyth, Western Union Tel. Co., Atlanta, Ga.	
3718 Rev. William P. Evans, Columbia, Pa.	
3719 Henry F. Yergey, " "	
3720 Rev. Sylvanus Stall, Lancaster, " "	
3656 Samuel A. Boyle, 733 Walnut street, Philadelphia,	"

CORRECTIONS:

3655 Ephraim M. Youmans, 105 East 18th street, N. Y. city, or East-hampton, Mass.
3661 Calhoun Latham, 196 Washington avenue, Bridgeport, Conn.

League Clubs and their Numerical Order.

TOTAL, 173.

A. 43, Albany, N. Y.; 48, *Erie, Chicago, Ill.; 54, Arlington, Washington, D. C.; 55, Arrow, Richmond, Va.; 79, Amherst Coll., Amherst, Mass.; 83, *Eolus, Worcester, Mass.; 84, Adventure, New York City; 98, Arlington, Mass.; 119, Aylmer, Ont.; 151, *Auburn, N. Y.; 164, Alpha, Bethlehem, Pa.; 168, American Star, Philadelphia, Pa.

B. 1, Boston, Mass.; 20, Buffalo, N. Y.; 25, Brattleboro', Vt.; 26, Brooklyn, N. Y.; 42, Brockton, Mass.; 45, Baltimore, Md.; 50, Buckeye, Columbus, O.; 89, Bradford, Ont.; 105, Bay State W. C., Worcester, Mass.; 123, *Brunswick, New Brunswick, N. J.; 139, Boston Ramblers; 150, Binghamton, N. Y.

C. 8, Crescent, Boston, Mass.; 11, Chelsea, Mass.; 22, Capitol, Washington, D. C.; 38, Chicago, Ill.; 39, Cincinnati, O.; 44, Centaur, Hartford Conn.; 49, Chillicothe, O.; 53, Centaur, Philadelphia, Pa.; 62, Columbia, North Attleboro', Mass.; 88, Coshocton, O.; 99, Cleveland, O.; 110, Cortlandt Wh., Peekskill, N. Y.; 115, Centaur, Providence, R. I.; 125, Connecticut, Hartford Conn.; 137, Champion City, Springfield, O.; 144, Cincinnati Ramblers; 145, City, Brockton, Mass.; 147, Citizens, New York City; 154, Charlotte, N. C.; 155, Clarion, Pa.; 158, *Canton, O.; 160, Cohannet, Taunton, Mass.; 171, Columbia, S. C.

D. 21, Detroit, Mich.; 100, Dayton, O.; 120, Dunkirk, N. Y.; 159, *Denver, Col.

E. 8, Essex, N. J.; 16, Elgin, Ill.; 68, Erie, Pa.; 78, East Boston, Mass.; 142, East Bridgewater Wh., Conn.; 156, Elmira, N. Y.

F. 35, Framingham, Mass.; 90, Fremont, O.; 97, Ft. Edwards, N. Y.; 114, Fall City, Louisville, Ky.

G. 12, Germantown, Pa.; 14, Grand Rapid, Mich.; 148, Greenfield, Mass.

H. 24, Hartford W. C., Conn.; 27, Harlem, N. Y.; 32, Hartford, Conn.; 37, Hermes, Providence, R. I.; 41, Haverhill, Mass.; 64, Hawthorne, Mass.; 75, Harvard Coll., Cambridge, Mass.; 91, Heidelberg, Germany; 97, Hill City, O.; 117, Hermes, Chicago, Ill.; 129, *Hudson, N. Y.; 135, *Hackensack, N. J.; 138, *Hamilton, Ont.; 166, Helena, Mont.; 173, Hudson Co. W., Hoboken, N. Y.

I. 9, Indianapolis, Ind.; 153, Ixion, N. Y.

J. 104, Jackson, Mich.

K. 28, Keystone, Pittsburgh, Pa.; 67, Kings County Wheelmen, Brooklyn, N. Y.; 109, Keokuk, Iowa; 133, *Kankakee, Ill.

L. 5, Lafayette, Ind.; 19, Louisville, Ky.; 56, Lennox, N. Y.; 70, Lawrence, Mass.; 82, Lockport, N. Y.; 113, Lancaster, Pa.; 143, Lexington, Ky.; 152, *Lowell, Mass.; 163, *Los Angeles, Cal.; 165, Lehigh University, Bethlehem, Pa.; 169, Laramie, W. T.

M. 3, Massachusetts, Boston, Mass.; 18, Mariboro', Mass.; 29, Montreal, Quebec; 34, Menotomy, Arlington, Mass.; 36, Manhattan, New York City; 46, Milwaukee, Wis.; 52, Mohawk, Schenectady, N. Y.; 57, Mercury, New York City; 66, Middlesex, Ma'den, Mass.; 69, Massachusetts Ag. Coll. C. W., Amherst, Mass.; 93, Missouri, St. Louis, Mo.; 95, Mt. Vernon, N. Y.; 102, Middletown, O.; 108, Marblehead, Mass.; 122, Mountain, Johnston, Pa.; 124, Maryland, Baltimore, Md.; 127, *Marietta, Pa.; 128, *Manchester, N. H.; 130, Meteor, Detroit, Mich.; 136, Madison, Wis.; 143, Massillon, O.; 149, Middletown, N. Y.; 162, Meriden W. C., Conn.

N. 2, New York; 4, New Haven, Conn.; 47, New Britain, Conn.; 86, Norwich, Conn.; 101, New Bedford, Mass.; 103, Nashua W. C., N. H.; 116, Nashville, Tenn.; 134, Newton, Mass.; 170, *Northampton, Mass.

O. 60, Omaha, Neb.; 131, Ovid, Mich.

P. 7, Philadelphia, Pa.; 31, Portland, Me.; 33, Providence, R. I.; 59, Plainfield, N. J.; 61, Pittsfield, Mass.; 73, Pequot, New London, Conn.; 74, Poughkeepsie, N. Y.; 77, Pequonnock, Bridgeport, Conn.; 100, Peoria, Pekin, Ill.; 118, Pioneer, Marinette, Wis.; 157, Pennsylvania, Philadelphia, Pa.

R. 30, Rockingham, Portsmouth, N. H.; 51, Roxbury, Mass.; 76, Remsen, Brooklyn, N. Y.; 112, Rutland, Vt.; 167, Rochester, N. Y.

S. 10, Saratoga, N. Y.; 23, San Francisco, Cal.; 53, Seaside, Norfolk, Va.; 63, Star, Lynn, Mass.; 65, Stoneham, Mass.; 80, Syracuse, N. Y.; 87, Southbridge, Mass.; 92, Scranton, Pa.; 96, Susquehanna, Pa.; 107, Saco, Me.; 111, Springfield, Mass.; 146, *Star W. C., E. Rochester, N. H.; 170, Smithville, N. J.

T. 72, Toledo, Ohio; 81, Toronto, Ontario; 85, Thorndyke, Beverly, Mass.; 161, *Troy, N. Y.

W. 13, Worcester, Mass.; 17, Wilkesbarre, Pa.; 40, Waltham, Mass.; 71, Waterbury, Conn.; 121, Woonsocket, R. I.; 140, *Warston, England; 172, *Williston, Easthampton, Mass.

X. 141, Xenia, Ohio.

Y. 15, Yonkers, N. Y.

Z. 126, Zanesville, Ohio.

No. 132 omitted.

Clubs marked * have sent in but a few names, and it is not known at present whether they are entitled to the positions given them as "League Clubs" or not. They are, therefore, liable to a change. Fraternally,

FRED. T. SHOLES, Cor. Sec. pro tem.

CYCLISTS' TOURING CLUB

APPLICATIONS.—M. E. Smith, 154 North Eighth street, Philadelphia, Pa.; H. Blake, 7 Beekman street, N. Y. city.

NOTICE. THE NEW UNIFORM.—The club cloth for the new uniform can be obtained (by C. T. C. members only) on application to the C. C. The price is \$1 35 per yard. See previous notices. The appointment of a club tailor for Boston is still undetermined, but the obtaining of a first-class tailor who will supply the uniform at the low prices previously announced will, it is hoped, be accomplished before the next issue of this paper.

THE HARROGATE MEET.—Members wishing to join the C. T. C. party sailing 21 July next should send in their names quickly.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

WEBSTER NORRIS.—Thanks for item. Received too late for last week. Will be pleased to hear from you often.

G. N. OSBORNE.—Thanks for papers.

H. E. D.—Had written notice, but was compelled to lay it over on account of election returns.

JOHN K. SCUDDER.—Write to R. P. Gormully regarding club banner.

O. & J.—Thanks. Have sent bill to subscriber.

J. H. M.—Have sent as ordered. In remitting do not send stamps larger than three cents. We cannot use those of a large denomination, and Uncle Sam won't redeem them.

R. H. ALWARD.—Thanks. If you will write to Burley B. Ayers, 114 So. Hayne street, Chicago, you will obtain reliable answers to your queries regarding the Chicago Club's tour.

Editor *Bicycling World*.—Having spoiled three tricycling suits in attempting to unite modesty with comfort, I decided to take advantage of your invitation to contribute to the "query" department, feeling sure that any information you could give as to where such suits, patterns, or descriptions could be obtained would be welcomed by many others who have been as unsuccessful as myself. Yours respectfully,

MRS. I RANK FAIRBAIRN.

ERIE, May, 1883.

There is really little if any change needed in the costume for ladies. Any good woollen walking dress will be suitable for tricycling. The material should be fine enough so as not to hold the dust and dirt. It should be about three yards wide at the bottom of the skirt and should have two or three good pleats. The weighting of skirts has been found unnecessary. Perhaps some of our lady readers will give us the benefit of their experience.

BURLEY B. AYERS.—We do not know of any such person, but will bear your request in mind and see what we can do for you. Write to C. L. Clark, 42 Bedford street, Boston. He will, we think, be able to help you more than we can.

G. D. GIBSON.—Thanks for photos.

W. O. OWEN.—Letter received. Will use soon.

FIXTURES

Saturday, 19 May:
Staten Island A. C., four-mile bicycle race.
Newton Bicycle Club, 8 P. M., to Echo bridge.

Sunday, 20 May:
Tremont Bicycle Club, 9:30 A. M., to Hingham.
Boston Ramblers headquarters, 2:30 P. M., run.
Roxbury Bicycle Club, to Waltham.

Tuesday, 22 May:
Boston Ramblers headquarters, 7:30 P. M., to Needham.

Thursday, 24 May:
Boston Ramblers headquarters, 7:30 P. M., to reservoir.

Saturday, 26 May:
Boston Bicycle Club leave Springfield for New York.
Boston Union Athletic Club games.
Princeton, N. J., Intercollegiate A. A., two-mile bicycle race.
Newton Bicycle Club, Trinity square, 2:30 P. M., to Waltham.

Sunday, 27 May:
Tremont Bicycle Club, 3 P. M., to Newton.
Boston Ramblers headquarters, 10 A. M., to Natick.
Roxbury Bicycle Club, to Malden.

Monday, 28 May:
New York, L. A. W. Meet.

Wednesday, 30 May:
Tremont Bicycle Club, 9:30 A. M., to Salem.
Pullman (Ill.) A. C., one and five-mile bicycle races.
Boston Ramblers, to Point of Pines.
Newton Bicycle Club, 9 A. M., to Salem.
Blossburg, Pa., bicycle races.
Haverhill, Mass., bicycle race at Kenoza Park.

Saturday, 2 June:
New York, L. A. W. one-mile championship race, and two and five-mile championship of America.
Montreal A. A. A., one and five-mile bicycle races.

Sunday, 3 June:
Roxbury Bicycle Club, to Brockton.

Friday, 8 June:
Moorestown, N. J., races (particulars later).

Saturday, 9 June:
Champion City Club go into camp.
Cincinnati Wanderers, annual run and banquet.

Sunday, 10 June:
Laramie Bicycle Club, run to Steamboat Lake and City of Rocks.

Closing of Entries.

19 MAY.—Entries close for two-mile bicycle race. To B. W. McIntosh, secretary Intercollegiate A. A. Address P. O. Box 442, Princeton, N. J. Games, 26 May, 1883.

23 MAY.—Entries close for one and five mile bicycle races and one-hundred yards slow race. Fee, \$1.00, returnable to actual starters. To F. B. Aspinwall, secretary Pullman (Ill.) A. C. Games, 30 May, 1883.

26 MAY.—Entries close for one-mile bicycle race for championship of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred. Jenkins, P. O. Box 444, N. Y. Championship games 2 June, open only to members.

26 MAY.—Entries close for two and five mile championship of America, open to all amateurs. Entrance fee, \$2.00, for each and every event. To Gilbert H. Badeau, secretary, N. A. A. A., P. O. Box 3478, N. Y. Games, 2 June, 1883. Gold, silver, and bronze medals.

30 MAY. Entries close for one and five-mile handicap races, of Montreal A. A. A. (Montreal Bicycle Club). Fee, 25 cents. For entries, programme of games, or any other particulars, address "chairman sports committee," P. O. Box 1138, Montreal. No entry or communication received unless so addressed. Games 2 June.

Sept 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling, and many other

new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of *BICYCLING WORLD*, and to continue six months, — five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies *free to every wheelman*.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars, address
THE SPRINGFIELD BICYCLE CLUB,
Springfield, Mass.
HENRY E. DUCKER, *Pres.*
A. L. FENNESSY, *Sec.*

FOURTH ANNUAL MEETING

OF THE

League of American Wheelmen,

AT

NEW YORK,

MONDAY, MAY 28TH, 1883.

PROGRAMME.

Business Meeting at 10 A. M., 214 East 34th street.
Parade at 2 P. M. through Central Park. Dinner at 7 P. M. at the Metropolitan Hotel.

COMMITTEE OF ARRANGEMENTS.

PARADE. — N. M. BECKWITH, Chairman, 21 West 37th street, New York.

STORAGE. — T. C. SMITH, Chairman, 40 Warren street, New York.

FINANCE. — R. NELSON, Chairman, 87 Gold street, New York.

CORRESPONDENCE AND PRESS. — FRED. JENKINS, Chairman, 22 New Church street (Box 444), New York.

TRANSPORTATION. — FRANK EGAN, Chairman, 38 Broad street, New York.

RECEPTION. — FRED. G. BOURNE, Chairman, 25 West 23d street, New York.

HOTEL AND DINNER. — W. A. BRYANT, Chairman, 12 Maiden lane, New York.

A hearty invitation is extended to all wheelmen, League members, clubs, and unattached.

If you are NOT a League member send your name on a postal card to Fred. Jenkins, Box 444, N. Y., for 16 page programme of Meet, to be issued May 15.

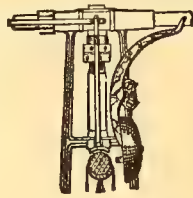
BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
DAYTON, OHIO,

For large Illustrated Price List of
New and Second-Hand Machines.
Second-hand Bicycles wanted.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

PERFECTION BICYCLE LOCK.



Pat. applied for.

No more padlocks and chains. Permanently attached to machine. Warranted not to rattle or get out of order. Is not complicated. Placed one half inch to one inch below felloe inside of front fork. Is a trifle larger than 25-cent piece. Easily attached by any jeweler. Hasp so arranged as to grip spoke, if desired. Spring lock; all keys differ. In ordering give name of wheel and distance between front forks one inch below felloe.

Price, \$1.75; nickle, \$2.00. Sent postpaid on receipt of price. Liberal discount to trade.

H. M. STILLWELL,

149 STATE STREET,
ROCHESTER, N. Y.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN

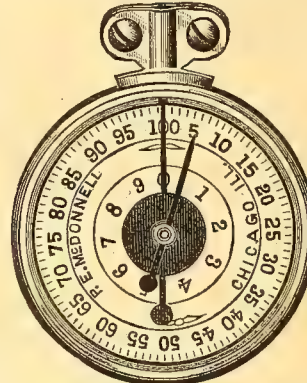
We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

A CYCLOMETER

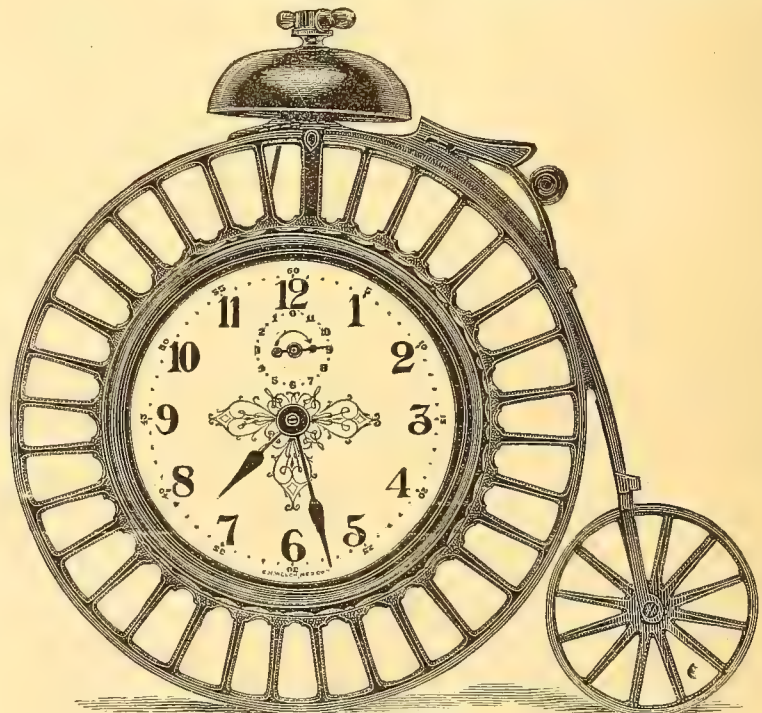


For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolutely

water and air tight. The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

A. G. SPALDING & BRO.

108 Madison St. . . . CHICAGO.
For Sale by Dealers Generally.

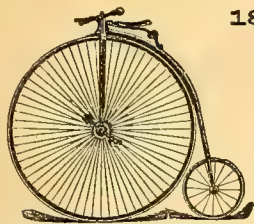


BUY THE BICYCLE ALARM CLOCK,

Manufactured by E. N. WELCH M'FG CO.,

No. 6 WARREN ST., NEW YORK, AND No. 69 WASHINGTON ST., CHICAGO.

FOR SALE BY JEWELLERS AND WATCHMAKERS.



R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,

Importer of Various Kinds of

BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

FOR SALE OR EXCHANGE.

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A second-hand Extra Challenge Bicycle, 43-inch, ball bearings forward, just painted, and as good as new. For \$60; cost, \$127. J. W. QUIMBY, East Bridgewater, Mass.

METEOR SOCIABLE TRICYCLE, EQUAL to new, 40-inch drivers, extra stout tires, almost unscratched, double-band brake, pan seats; condition guaranteed A 1; price \$125; cost nearly double. L. H. JOHNSON, Orange, N. J.

FOR SALE CHEAP.—A 52-inch Shadow, light roadster, in first-class condition, ball bearings to both wheels, rubber handles, eclipse lamp, full-nickelled, except rims; original cost, \$143.50; will sell for \$100. E. JONES, care of S. T. Clark & Co., Franklin Building, Baltimore, Md.

FOR SALE.—A new Royal Salvo tricycle; a 54-inch Expert; a 52-inch Harvard, light roadster; a 52-inch Harvard Roadster; a 50-inch Harvard Roadster, and English Superb, cheap. A. J. KOLP, Scranton, Pa.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *asily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

JUST OUT.

The Wheelman's Song!

Words and Music by

JOHN FORD.

An original Bicycling Song and Chorus. The composer has caught the *spirit* of bicycling and breaks forth into song, at once spirited and melodious. The chorus is especially effective.

The title page is tasteful and appropriate.

PRICE, 25 CENTS.

Published by H. B. HART, No. 811 Arch Street,

PHILADELPHIA.

Sent postpaid on receipt of price.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

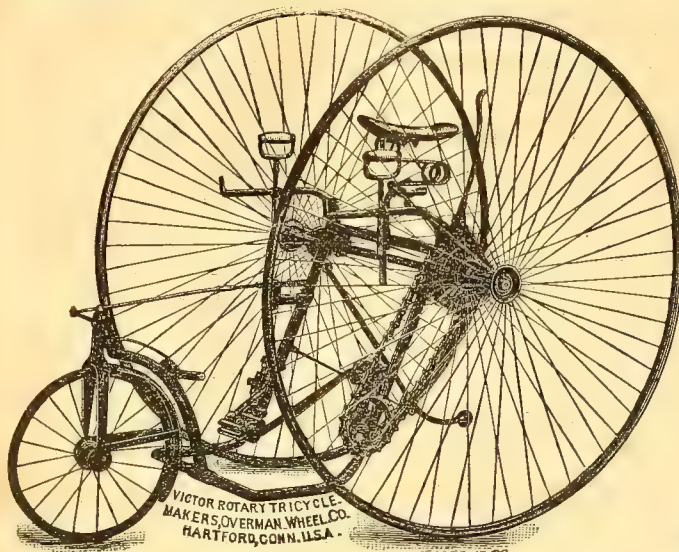
PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$150.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design," "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except fellows, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

509 Tremont Street, Odd Fellows Hall.

SOLE NEW ENGLAND AGENTS FOR

THE SANSPAREIL ROADSTER,

Light Roadster and Racer, and

THE AMERICAN BICYCLE.

THE AMERICAN STAR,

A PERFECT SAFETY BICYCLE.

THE VICTOR ROTARY,

The First and Best American Tricycle.

A FULE LINE OF SUNDRIES.

SEND 3-CENT STAMP FOR CATALOGUE

THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 25 MAY, 1883.

Volume VII.
Number 3.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

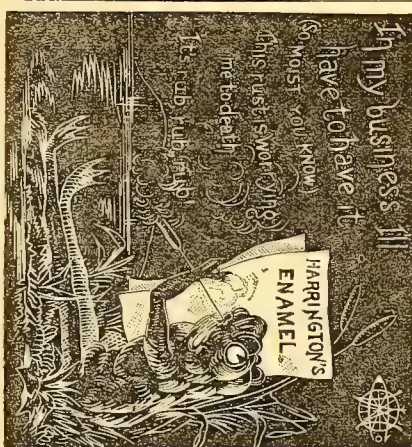
Gentlemen's Furnishers and Shirt Makers,

357 WASHINGTON ST., BOSTON.

C. H. THWING & CO. MERCHANT TAILORS, 410 WASHINGTON ST.

Our aim is to give fine goods at medium prices.

O. A. Atkinson.



THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

FACTORIES.

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries.

and Fittings, of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 45 Park Place and 12 Murray Street, New York.

For a Meet or Drill, every Club
requires a Flag.

Nickel-Plated Flagstaff, with Handle-
Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTHS' IDEAL BICYCLE

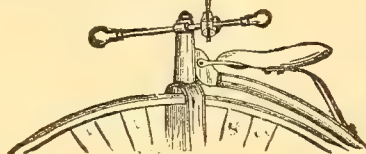
ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
lited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street -- CHICAGO.

THE AMERICAN STAR BICYCLE.

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
OTHER DANGEROUS FALLS.**

The means of propulsion insure a continuous motion without dead
centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new
square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control,
driving leverage, ease of motion, and coasting, the Star leads all
Bicycles; while its positive action, quickness in steering, and economy
in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every
machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



Exact Size.



Pat. Sept.
P. O. order for the style desired, will receive immediate
attention. Address C. H. LAMSON, Portland, Me.

ENGLISH
Bicycles and Tricycles,
American Sanspareil and
American,
Second-hand and Repairing.
Also Cable Fencing.
A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.

HARWOOD'S SAFETY STEP



No. 4.

Is made in four styles, to fit any machine without
drilling new holes in backbone. The bevelled teeth
prevent tearing the clothing, and secure firm foot-hold
in mounting. The Safety Flange prevents cutting the
leg in case of a misstep or fall. The cut represents the
new style of No. 4 Step adopted by Stoddard, Lovering
& Co. on the British Challenge. Price: Crocus-pol-
ished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - - MASS.

THE Bicycling World

Official organ of the League of American Wheelmen.

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E. St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 25 MAY, 1883.

CONTENTS

Editorial; Official Organship; Notes	27
Dunkirk Gossip	28
Manufacture; Columbia Tricycle	28
New York Letter	29
The Last Social	29
Correspondence; Query; Laramie	30
Currente Calamo	30
Racing News	30
Wheel Club Doings	32
L. A. W.	32
C. T. C.	32
Fixtures	32

THE OFFICIAL ORGANSHIP.

As we are about to go to press we receive, from what we consider reliable sources, information of an attempt to be made to supplant THE BICYCLING WORLD in the position it has held as the official organ of the League. We had supposed that some such effort would be made, but had intended to take no action in the matter, but allow the WORLD to stand upon its merits as a fair and impartial publication. We have now, however, a word to say.

When the League of American Wheelmen was formed, at Newport, R. I., 30 May, 1880, among the other business transacted was the appointment of THE BICYCLING WORLD as its "official organ." The League was then in its incipient stage. Its membership was small, its organization weak, it possessed scarcely an element of strength beyond the possibilities of a useful future. We undertook at that time to use our columns to advance its interests and to promulgate its doings. We placed the columns of the WORLD at its disposal in consideration of the prestige given us by the *official* organship, and of having the first right to publish official notices. We continued from year to year at the annual meetings of the League to receive the confidence of its members, as evidenced by our reappointment. At the meeting of the board of officers held in this city last fall, however, the prestige derived from our position as the official organ was taken away by the vote to furnish another publication with what it had agreed to give us. We were placed in the position of being bound by agreement to publish the official business, while our esteemed contemporary was merely privileged to receive it, and could do as it pleased about publishing or rejecting it for more interesting matter. Though we think the League broke faith with us, we have never broken faith with it, but have continued to do all that was expected of us. We have criticised the League when we thought necessary, and have always taken the stand which we felt would best promote its interests. At the next annual meeting of the League, to be held in New York on the twenty-eighth of this month, its members will be called upon to appoint for the ensuing year the official organ. We do not know what action they will take; we do not even know that we will be considered in the matter at all. In anticipation, however, that we may be considered as a candidate for the position we now hold, we desire to define our position. We are perfectly willing to remain the official organ of the League if we can be what the title implies, viz., that we are to have, as we formerly did, the exclusive right to first receive all official communications.

We cannot, however, be content to occupy the equivocal position of being called the official organ without receiving any of the benefits. The publishing of a 'cycling paper is not as yet a very profit-

able one, and we cannot afford to go to the expense of printing uninteresting matter, as much of the League business is, unless we are to receive a possibility of benefit by obtaining a priority of news. Whatever the action of the League in regard to this matter may be, we shall ever lend our aid when we can, and shall continue to treat it in the same spirit of fairness as we have endeavored to in the past. We reiterate our opinion that it would be the best thing for the association to control and publish monthly its own official organ, to be sent free to every member.

THE races of the Harvard Bicycle Club, which were run under the rules of the Bicycle Union, furnished the first illustration of a conflict of 'cycling laws. As the Union rules provide that any one who acts as pace-maker for a professional shall be considered as forfeiting his status as an amateur, Mr. E. P. Burnham, of the Newton Bicycle Club, was held ineligible as a contestant, as he had acted in that capacity for John S. Prince on the occasion of his beating the two-mile record. Under the League rule Mr. Burnham had a perfect right to do so. The decision, though perfectly correct under the Union rules, caused considerable unfavorable comment, as it looked like an attempt to shut out a good man. It is but just to add, however, that there was some discussion as to whether Burnham's entry had been properly made; at any rate, his name was not printed on the programme.

THE club also adopted two rules which are new to us. No professional was allowed to start a competitor, and no coaching was permitted. Under the Union rule each competitor is allowed one attendant, and nothing is said whether he shall be a professional or not. It is clearly unjust to deprive a competitor of any advantage which he may fairly obtain, and we can see no objection to a professional starting a competitor, nor to coaching.

THE track was measured three feet from the pole, while the Union rule provides for a twelve-inch measurement. Our readers will appreciate the advantage of having races run under one set of rules, and the League racing board will, we think, see the necessity of providing rules to cover all these cases.

THE question of track measurement will undoubtedly be considered at the general meeting of the League, and, while we still think that three feet is none too much for our tracks, it will be best, if the rule is to be changed, that the Union rule be adopted. If a mistake is to be made we might as well go the whole figure, though it will be impossible on most of our tracks to ride within twelve inches of the inside curb.

Dunkirk Gossip.

WE find the ranks of our club somewhat diminished from last year, by reason of resignation of members, some of whom have removed to other towns, and some, proposing to enter the state of matrimony, have disposed of their two-wheelers and are said to be investigating styles and prices of some small four-wheelers, with a view to possible contingencies. We are sorry to part with the boys, but recognizing the pressing nature of their engagements, grant them honorable discharges, with the hope of receiving them back into our ranks next season; and, meantime, hope to fill their places from the list of new riders constantly developing among us.

The roads hereabouts have been in splendid condition for the past week, and the president goes around looking like a funeral because the back wheel of his Special Columbia gave out and had to sent to Boston for a new fellow. The secretary's American Club spent a portion of the winter in New York, and came back with dropped handle-bars and other metropolitan pills, and is now very nearly as stylish as its owner.

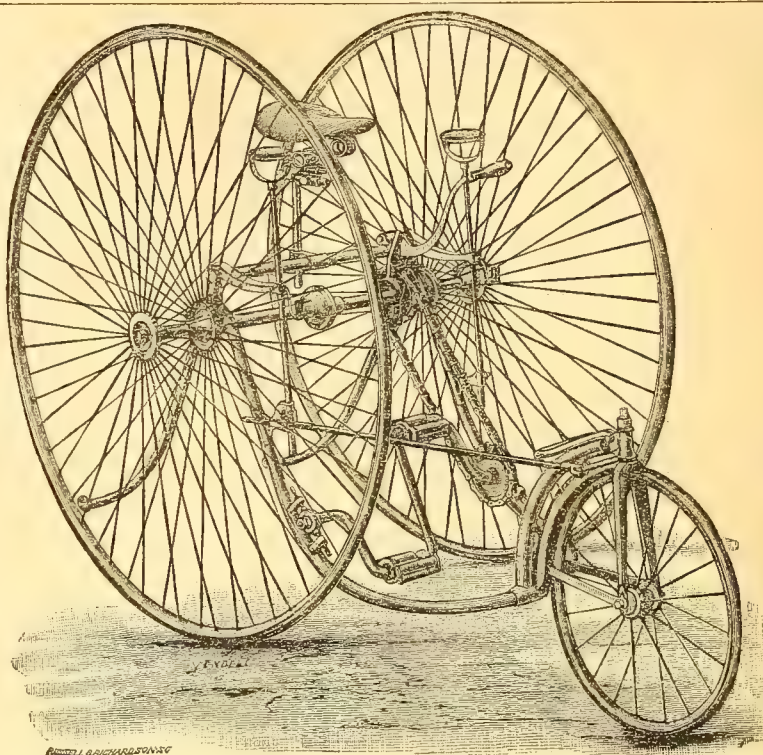
Capt. Smith (L. A. W. consul) clings to his old 54-inch Harvard, with cradle spring, and lists not to the voice of the charmers, who urge the claims of new improvements. He has lately disposed of his drug business, and it is not yet known what outlet he will find for his enterprise and ability. Can it be that he means to dispose of rights to use his method of keeping up bicycle stockings without the use of pin, buckle, button, or strap?

Am sorry to say that it does not, at present, appear probable that our club will be represented at the L. A. W. Meet on 28 May. Mr. E. N. Bowen, of Fredonia, N. Y. (a pretty little suburb of this city) started on his wheel yesterday morning for New York, *via* Buffalo, Batavia, Rochester, and Albany. His time table averages about seventy miles per day, and, if he is able to carry out his programme, his trip will be a notable one, and I hope he will report it in full.

D. B. G.

EASTERN RAILROAD has issued the following circular: "Bicycles carried in baggage cars shall be charged for at the following rates: For fifty miles or less, 25 cents; for more than fifty miles, 50 cents.

MANUFACTURE

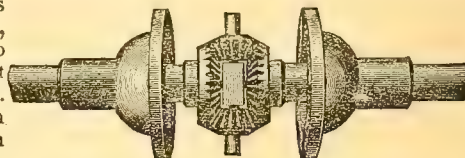


The Columbia Tricycle.

MADE BY THE POPE MANUFACTURING COMPANY, BOSTON, MASS.

WE, several weeks ago, published a brief description of this tricycle, and promised to our readers to give a fuller and more complete one. It is our purpose now to do so. The machine, as we have before remarked editorially, "possesses the elements of a first-class tricycle, and is made in accordance with what has been found by experience to be the best model, viz., a double driver and front steerer. The driving-wheels are fifty inches in diameter, which allows them to roll over obstructions easily and not pound into every small depression in the road. They also add considerably to the appearance of both machine and rider. To gain power these wheels are sent out geared down to 46 $\frac{3}{4}$ inches, though different gearings can be had if desired, and, of course, for racing, a higher speed will be found desirable. The tires to these wheels are seven-eighths inches in diameter, of endless moulded red rubber, set in deep U rims, and the whole is made strong by wide hub flanges, six inches apart, and sixty direct double-butt No. 11 $\frac{1}{2}$ steel wire spokes. The steering-wheel is eighteen inches in diameter, with eighteen spokes and $\frac{3}{4}$ -inch tire. The steering head is the well-known cylindrical coned centre, protected by a neat dust-shield. A mud-guard is fitted to the steering-wheel, and prevents it from casting its street-pickings upon the rider. The frame is of weldless steel

tubing of the ordinary loop pattern, and continues over the driving-shaft, forming two trailers, as shown in the illustration. The steering is of the rack and pinion variety, operated by a vulcanite spade handle, which, as does also the purchase handle on the opposite, inclines backwards in the direction of the pull,—certainly correct in theory, and doubtless so in practice. These are both adjustable. The rotary pedal action has been used, as being considered by the maker best, "mechanically and physiologically, for easy and effective propulsion." The crank throw is five and a half inches the tread or distance between the pedals being eight and one-half inches between centres. By the use of an L rod the rider is able to obtain adjustment up, down and forwards or backwards, and get well on his work, obtaining a vertical thrust. A long-distance saddle and cradle-spring are fitted to every machine. The Columbia tricycle is a genuine double driver. To quote from the maker's catalogue, "The pro-

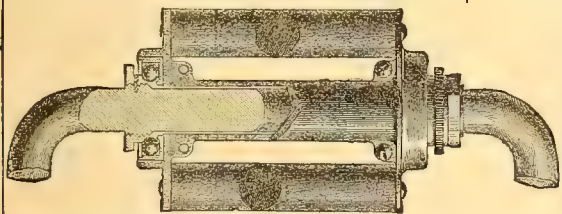


pulsion operating evenly and directly upon both driving-wheels, and, through them, upon the whole machine at all times. The driving-wheels are mounted upon separate internal steel axles, nearly

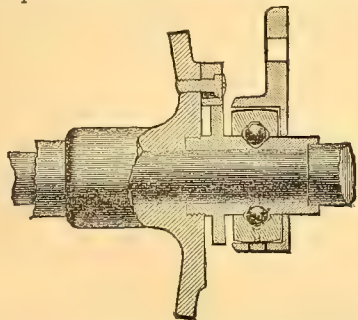
meeting midway between them; on the inner ends of these axles are small bevel-gears, meshing in two smaller bevel-gears on a transverse axis having its bearings in a neat globular shell, enclosing and keeping in position all these gears, and either half of which is fast to a hollow shaft enclosing the two driving-axles; this hollow shaft, extending to the inner ends of the wheel hubs, takes the frame on free bearings, and the chain-wheel and brake-disc on fast bearings; and all is so contrived and proportioned as to be light, compact, clean, and dust-proof, and to operate with the least waste of power, and without "back-lash" or unsteadiness. This compensating gear secures a distribution of power to the wheels proportioned to the resistance, even on a smooth, straight course; more to the outer wheel on a curve, where it travels faster than the other, and more distance, of course; and more to the trigged wheel, where obstruction is unequal; and the whole is completely automatic."

The above cut illustrates better than any description that can be given the differential gear used on this tricycle. The brake is something of a departure, and very effective, operating by means of two discs upon the upper driving cog, the power being applied by means of a lever handle pulled towards the rider, and not pushed from him.

The power is transmitted from the lower cog-wheel at the end of the cranked pedal-shaft by means of a chain. Ball bearings are used everywhere that they can be, on the pedals, on the main shaft,



at the ends of the pedal shaft, and on the steering-wheel. Adjustable for wear and well protected from dust. Those on the



pedal-shaft are held in brackets and allow the tension of the chain to be regulated. The cases swivel so that the truth of bearings and boxes may be preserved. The chain-guard is of woven wire. Detachable lamp-clips, foot-rest, and umbrella-clips are also fitted. The width of this tricycle is thirty-eight inches over all, and that of the track thirty-one

inches, while its weight is ninety-three pounds. The machine is sent out nicely enamelled in black, with gold striping and nickelled tips, and provided with wrench, oiler, and tool bag. The cost is \$180.

New York Letter.

THERE has nothing of much interest transpired during the past week, and I do not doubt but that you will find this somewhat dry reading. We have all been hard at work putting the finishing touches to our committee work, and it is astonishing how long it takes to see the last of the preparation, but almost everything is in order, and the official programme which has been sent out is a thorough and complete résumé of the whole of the work, and you may rest assured that we are pretty well satisfied with what we have done and the prospect now before us, weather permitting. It looks very much as if there was going to be a great crowd here on the Sunday before the day of the Meet, as we have heard of several large clubs that are going to time their arrival so as to avail themselves of the chance given them on that day to do some riding on our New York roads. The Albany Club is coming down by boat to be at Tarrytown on Sunday morning. Here they will be received by Mr. Egan, president of the Ixions, who will lead the way for them to Yonkers, where they will be met by the Capitil Club, of Washington, who are to be in the city here on Sunday morning, and are to go to Yonkers under the guidance of Mr. Sanford, secretary of the Ixions. This will be a good chance for a large number of clubs and individual riders to partake in a pleasant run over one of our regular routes, and I trust that many will avail themselves of the opportunity. The time for leaving at both ends of the route (New York and

Tarrytown) will be between ten and twelve o'clock on Sunday morning, arriving in Yonkers about one o'clock. This is so far the only extended route that has been arranged for the day previous to the Meet, but I suppose there will be numerous ones around the city. The races of the Staten Island Athletic Club came off duly on the 19th, at their grounds at West New Brighton, Staten Island. There were seven entries for the two-mile handicap, viz., C. A. Reed, Pitman, Harris, L. A. Duer, Hall, Jr., of the Kings County, and two men belonging to Staten Island, Gould, Jr., and Carroll. The New York men were regularly slaughtered by severe handicapping, and the race was won by Gould, in 8.61; Carroll, second; Hall, third; each of them having two hundred yards on scratch. Reed indulged in his usual header, this time turning a complete somersault in a frantic effort to go completely around his wheel, not thinking the ground was there. It didn't hurt him, however. I see in your notice of the

race at the Atlantic Club games, on 5 May, that you give third place to Hunter; pray allow me to correct it. P. M. Harris got third place, and has the medal. I suppose next time I write that we will all be deep in the entanglements of the Meet and its intricacies, so trusting to see a goodly delegation from Boston and vicinity, whence we look to have our greatest influx from. I am still,

CHIC.

NEW YORK, 20 May, 1883.

The Last Social.

ABOUT sixty riders, club men and unattached, gathered at the new rooms of the Pennsylvania Club yesterday evening, on the occasion of the last social night for the season. The Germantown, Philadelphia, Haverford College, and Maryland Bicycle Clubs were represented, and their several members all agreed in admitting that the new quarters were a vast improvement on the old ones. The reception room was decorated with flags and fixed up as well as the short time of occupation by the club would permit. The machine room, as far as racks for machines and some minor details went, also showed signs of progress in the right direction. The main feature of the occasion, however, was the cordial feeling which seemed to animate all present, and which is proverbially characteristic of bicyclers as a class. There was plenty of food for conversation. The near proximity of the date fixed for the League Meet naturally drew out discussions as to the probability of this year seeing the largest turn-out of bicyclers yet held in America. The specimen machines brought up from the machine room for the occasion, most of them just from the factory, elicited the usual amount of comment, comparison and difference of opinion. As the evening wore on, refreshments of a decidedly temperate character engaged attention, the suspicious-looking and full-proportioned punch-bowl containing but a good brewing of lemonade, which never yet, even though backed by an orange or a banana or a biscuit, made a wheelman "too extremely happy." Pennsylvania's members for the most part, appear in their neat black uniforms, many of them having ridden from some distance in order not to miss the wind-up of the in-door season. The blue of Philadelphia, green of Germantown, and gray of Haverford also put in an appearance, while a great number of members and visitors appeared in ordinary dress. A very respectable delegation may be expected to the League Meet from the Philadelphia clubs. Comparing notes, members of the organization present found that at least sixty riders would swell the parade, from Philadelphia, Germantown, and Pennsylvania alone, and as the other clubs of the city will no doubt fall into line, and the unattached show up, too, the number of men from this quarter of the world will be up to the average or above it. Altogether, the evening passed off well, and better than

our members expected, seeing that we have just recovered from the terrible ordeal of moving, with all its attendant miseries. By half-past ten the rooms were nearly clear, not to be peopled again, under like circumstances, until after the riding season.

A. MAC OWEN, *Hon. Sec.*

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Editor Bicycling World:—You will greatly oblige me by publishing the following in your next issue: The undersigned, thinking of spending a few months at Falmouth, Mass., desires information in regard to the condition of the roads in that neighborhood for wheeling, either through these columns or by letter. I would deem it a *great favor* if any one with the desired information would impart it to

Yours, truly,
F. C. STOKES,
Box 158, Moorestown, N. J.

Editor Bicycling World:—Our club is in a flourishing condition, and bicycling seems to have assumed huge proportions in the past three months. For the last two weeks we have been favored with excellent weather and smooth roads, and we have indulged in a number of short runs.

Trips of any extent, however, must be delayed for at least a month, owing to the heavy snow in the mountains by which our town is encompassed.

We are building our hopes on meeting some of our brother wheelmen from the East, this summer, and we wish now to extend an earnest invitation to any and all bicyclers whom fortune may turn this way, to stop at Laramie and see us. Our roads are the *best* in summer, and we feel confident that our Eastern friends will not regret their visit to the "Gem of the Rockies," and a wheel over the spinal column of our continent, should they avail themselves of the opportunity.

We are breaking ground for a race-track, which, when finished, will be the resort of our club in the evenings, and on which we are expecting to break the records now and then; for, although we ride small wheels, we all think we're pretty tough and muscular, and this fact will more than compensate for the deficiency in size.

W. O. OWEN,
Capt. Laramie Bi. Club.

CURRENT CALAMO

MEET.

28 MAY.

IN New York city.

MAY we be there to see.

THE New York boys are working like dogs.

OR rather like cart-horses, for dogs don't work.

THE New York police will parade the same day.

ENGLAND had better look sharp or it will lose the American market for tricycles. Two such machines as we now have of home make will keep our dollars on this side the pond.

RICHARD GARVEY, chief consul Missouri, will make the Grand Central Hotel his headquarters while in New York at the League Meet, and will be glad to receive his friends.

LAST week Mr. Thomas Midgley, of the Worcester Æolus Wheelmen, rode from Worcester to the Cattle Fair Hotel in Brighton without a dismount, in three hours and twenty-seven minutes. Distance, forty-one miles.

THE Springfield *Daily Union*, of 17 May, published a strong letter from President Ducker, on the policy and legality of the proposed ordinance to restrict the use of bicycles in that city.

A BICYCLE picnic is the latest idea in Louisville, Ky.

THE minister of public works in Belgium is examining bicycles with a view to using them as a means of locomotion for postmen and telegram-bearers.

H. HIGHAM, a well-known English bicyclist, who has a record for riding two hundred and thirty miles and four hundred and sixty-nine yards in 16h. 59m. 30s., without dismounting, is expected in New York, and will probably locate permanently in this country. The record referred to was made at Agricultural Hall, London, 18 March, 1880. It is among the certainties that Higham will challenge John S. Prince to one or more races, and, as he has met and defeated Prince in two races across the water, a good race may be looked for.

THE deposit of \$100 to bind a match or a series of matches between John S. Prince and John Keen has been withdrawn, Keen declining a race with the American champion.

REV. GEO. F. PENTECOST, of Brooklyn, N. Y., will appear in the ranks at the League parade.

AS soon as possible after 28 May we shall issue a supplement to our special number, which will contain the amended constitution and rules, and the new list of officers. We desire also to give all clubs in the country which do not appear in the number. Secretaries of recently formed clubs will confer a favor by sending us statistics.

THE Springfield Bicycle Club has offered to present to the League a \$200 medal for the ten-mile championship of the L. A. W., provided only that the first competition shall be given at the tournament in September.

REPRESENTATIVE C. L. CLARK and Vice-President A. S. Parsons presented a petition for free transportation of wheels, or reduced rates on the same, at the monthly meeting of the New England Association of General Passenger and Transportation Agents, Wednesday, 16 May. The matter was laid on the table until the next meeting.

THE Newton Bicycle Club is making preparations on a very extensive scale for a grand antique and horrible parade on 4 July.

RACING NEWS.

ST. LOUIS, MO., 11 AND 12 MAY.—The two days' tournament, under the auspices of the Eurota and Missouri Bicycle Clubs, was a great success, though the attendance on the first day was quite small. The time-keepers on both days were Messrs. R. Perry, E. R. Starr, G. F. Hackstaff, H. C. Cranz, and E. M. Senseney. The latter gentleman acted as starter and clerk of the course. The ten-mile race brought to the scratch C. H. Jenkins, of Louisville; Arthur Young, and Cola E. Stone, of St. Louis. Jenkins was content to remain in the rear most of the time, but Stone and Young had some very exciting brushes for the lead until near the finish, when Jenkins rushed to the front, winning in 33m. 59s., with Young second in 34m. 8½s.; Stone a good third. The 100-yards slow race was won by Clarence H. Jenkins, of Louisville. The mile-heat race, best two in three, was the best race of the afternoon. The starters were Percy Stone, C. E. Duryea, and R. E. Perry. The first heat was very exciting. Stone started off with the lead, with Perry and Duryea in close attendance. Stone held the lead for a lap or so, when Duryea went to the fore, with Perry second. Coming down the straight Stone spurred and passed under the wire, a winner of the heat, in 3m. 10½s. The second heat was won by Perry in 3m. 14½s., with Duryea second. The final heat between Perry and Stone was won by the former, who took the lead from the start, in 3m. 12s.

The second day was not so pleasant as the first, but the attendance was much better. In the mile race the starters were C. H. Jenkins, Arthur Young, R. E. Perry, and Cola E. Stone. At the word "go" Jenkins took the lead, closely followed by the rest. On the second lap Young rushed ahead, followed by Perry, with Jenkins third. On the last lap a close contest ensued. Jenkins finally winning in the excellent time of 3m. ¾s. In the second race, for the Garvey medal, for members of the Missouri Club, the entries were: C. E. Duryea, Louis Lueders, and Fred Meyers. Duryea won both heats in the respective times of 3m. 20½s. and 3m. 38½s.

Duryea's performance is considered very good, as he was poorly mounted and comparatively green at racing.

The third race was a five-mile inter-club contest between Arthur Young and R. E. Perry, of the Eurota Club, and Cola E. Stone and C. E. Duryea, of the Missouri Club. The Missouri's team won easily, as Perry's pedal worked loose, and he was compelled to change his machine. Time, 17m. 25½s.

The last race was a three-mile handicap for members of the Missouri Club. The starters were: John Langdon (150 yards), George Oeters (100 yards), L. Lueders (50 yards), and C. E. Duryea (scratch). Duryea, after a close brush with Lueders, won in 11m. 1s. The track

is three and one-third laps to the mile, and in good condition.

PRINCETON (N. J.) COLLEGE GAMES. — Two-mile bicycle race. J. Chester, '84 (1), 8m. 14½s.; W. P. Field 83 (2), 8m. 15s.; W. Coyle, '84 (3).

CRESCENT A. C. GAMES. — New York, 12 May. One-mile bicycle race. First heat: E. A. Thomson, Manhattan A. C., scratch (1), 3m. 36½s.; R. G. Rood, I. B. C., 30 yards (2), by three yards; P. M. Harris, I. B. C., 60 (3); J. M. Austin, Will. A. C., 70 (4). Second heat: L. Stearns, L. B. C., 20 (1), in 4m. 15s.; B. G. Sanford, I. B. C., 90 (2), by a lap; F. S. Robinson, Manhattan A. C., 125; H. J. Hall, Jr., K. C. W., 45, did not finish. Robinson, Sanford, and Hall fell on the fourth lap. Final heat: Stearns (1), in 3m. 29s.; Thompson (2), by thirty yards; Harris (3), by five yards.

UNIVERSITY OF PENN. GAMES. — Stenton, 10 May. Two-mile bicycle race: J. P. Crosdale (1); G. A. E. Kohler (2). Time, 8m. 59½s.

YALE COLLEGE GAMES. — 12 May. One-mile bicycle race. Patterson (1), in 3m. 38½s.

WOODSIDE TAKES THE RECORD. — On Tuesday, 15 May, a horse v. bicycle race was run at the Casino, Boston, between W. M. Woodside and John W. Wilson on wheels and Frederick Ware on horses. The wheelmen rode ten miles at a time, and the horseman changed his steed as often as he wished. By the terms of the contest the wheelmen were to cover forty-six miles, and Ware was to go fifty miles. The result was a triumph for the wheelmen, who accomplished their task when the horseman was completing his forty-eighth mile. The occasion was made especially interesting by the attempt of W. M. Woodside to beat the best recorded time in his first ten miles. This he accomplished, as will be seen below. Four watches were held, and in these there was a disagreement of but one eighth of a second in the whole distance. The following is a schedule of the time made. Woodside takes the best American professional record for the miles from three to ten: —

Miles.	Time.
1	3.12½
2	6.20¼
3	9.30
4	12.40½
5	15.51¼
6	19.02
7	22.15½
8	25.27½
9	28.39¼
10	31.49¾

Woodside made his second ten miles in 32m. 39½s., which is also below all records previous to that evening. Officers: Judges, C. J. Young for the bicyclists; J. G. Stewart for horseman; timers and scorers, W. D. Wilmot, J. C. Harrington, J. G. Baker, C. S. Howard.

BOSTON, 16 MAY. — About two hundred people assembled at Beacon Park a week ago last Wednesday to witness the

races under the auspices of the Harvard Bicycle Club. The management was all that could be desired, and the rules were rigidly enforced. No machines or spectators were allowed inside the enclosure. The track was measured three feet from the pole, which necessitated an allowance of five yards on every lap. With the exception of a good breeze on the back stretch, the day was all that could be desired, and the track was never in better condition. The Harvard Club is to be congratulated on the complete success of its undertaking. The following is a summary. One mile, open to college men only: A. Bigelow, Harvard (1); Louis B. Hamilton, Yale (2), 3m. 29½s. Hamilton lead until the last lap, when Bigelow rushed to the front and won by about fifty yards.

Five miles, open. H. M. Sabin (1), Albert Hosmer (2), C. M. Hemenway (3), 17m. 28½s. Hosmer took the lead at the start, but on the last lap Sabin put on a brilliant spurt and won easily by twenty-five yards. Hemenway was lapped on the second lap to the fourth mile. F. A. Bickford started but withdrew at the end of the sixth lap, while on the tenth lap Manton Maverick fell.

One mile, open, George M. Hendee (1), Eliot Norton (2), Hosmer (3), 3.11½s. The start was a piece of interesting "jockeying." Norton and Hendee each wanted the other to lead, and were held by their starters. Hosmer, in the meantime, was gaining a good lead. Hendee finally got off with Norton ten yards in the rear, so that the race was practically a handicap. On the second lap Norton drew up with Hendee, who, in the meantime, had passed Hosmer. When the bell sounded for the last lap the Springfield representative left his competitors, and won easily by about eighty yards.

An uninteresting slow race was won by Mr. Perkins.

Half-mile dash. College men only. J. A. Bigelow (1), J. E. Davis (2), both of Harvard, 1m. 35½s. Davis was no match for his competitor, who won easily.

Three miles. College men only. Eliot Norton (1), Hitchcock (2), 10m. 28s. This was by far the best race of the afternoon. Hemenway and Maverick started, but dropped out before the finish. On the sixth lap Norton took the lead, closely followed by Hitchcock, and held it until the beginning of the last lap, when Hitchcock, who was quite a favorite, went to the front, to the evident satisfaction of spectators. The wind on the back stretch proved too much for him, however, and Norton passed him, winning the race by about three yards.

The following gentlemen officiated as managers of the race: Referee, James A. R. Underwood; judges, R. Burnham Moffat, Adam D. Clafin. Timekeepers, James G. Lothrop, George E. Lowell, Wendell Baker; starter, T. Jefferson Coolidge; clerks of the course, George B. Morison, F. Winthrop White. The meeting was governed by League and Bicycle Union rules.

At a meeting of the Maryland Bicycle Union, Monday, 14 May, a challenge was received from Messrs. Foster, Evans, Williams, and Fisher, to ride any member or members of the club a road race, any distance over ten miles, up hill or down, or on the level, at any time, anywhere, for a gold medal valued at \$25, to be held by the winner, and which would be paid for by the above-named gentlemen, no matter who won. The *Daily News* says: "Mr. E. A. Griffith, president of the club, remarked that this left them no choice but to 'quit blowing' and race, or 'crawl,' as they had nothing to lose, or even risk. After some discussion it was agreed to accept the challenge, the race to take place during the week ending 16 June. The course is still to be determined on."

The indications are that an interesting and *bona fide* contest will be the result.

THE Portland Fourth of July committee have invited the bicycle club of that city to have a parade and races on that day. Valuable prizes will be offered by the city, and a strong effort will be made to make it an interesting feature of the day. Mr. C. H. Lamson, chief consul of Maine, will have charge of the affair.

THE following conditions have been submitted to the racing board of the L. A. W. by the Pope Manufacturing Company, to govern the championship race for twenty miles, for which the company has offered a cup valued at \$1,000:

1. This cup is offered for the encouragement of American bicycling, and shall be open to competition at least once in each year until won.
2. The times, places, and auspices of competitions for it shall be appointed or approved by the president of the Pope Manufacturing Company, subject only to the conditions of these rules.
3. It shall be open only in amateur twenty-mile races, under the rules of the League of American Wheelmen and the National Association of Amateur Athletes of America, and after four weeks' notice in each instance.
4. Any amateur American bicyclist not barred by the rules of either of those associations may be allowed to compete for it on any bicycle (direct crank movement) by entry at least ten days prior to any race where it is open, and by preparation of an entrance fee of five dollars, which shall be returned to competitors riding full distance.
5. All entries and deposits are to be made at the office of *The Wheelman*, Boston, Mass., and duplicate entries are to be made with the parties under whose auspices the races may be held.
6. The cup is to remain the property of the Pope Manufacturing Company, until won to hold, and until then will only leave their possession upon deposit with them of \$1,000, or bond with sureties for its safe return. The winner for the time being may be challenged by any eligible competitor at any time, subject to approval as in rule 2.
7. The cup shall become the personal property of the competitor who is first for three times winner in said races for it, or who, in winning one of said races, covers the twenty miles within one hour. The winner in each instance will have an appropriate trophy of the fact as a personal ornament.
8. The judges of such races are to be three, one appointed by each of said associations, or its proper board or officer, and one by the management of the race; the judges shall appoint an official time-keeper, and the president of the Pope Manufacturing Company shall be referee, whose decisions on all appeals shall be final.

THERE will be a grand bicycle meet and tournament at Lancaster, Pa., on 22 June. The races, which are to be run under the auspices of the local club, will be one, two, three, and five-mile dashes. Gold and silver medals to the value of \$200 will be given.

THERE was to have been a bicycle race at the spring meeting of the Cornell College Athletic Club, but owing to lack of entries the race had to be omitted.

THERE will be a half-mile bicycle race, best two in three heats, at the games of the Union Athletic Club, Saturday afternoon. The prizes will be handsome gold and silver medals.

MR. WOODSIDE rode a Sanspareil in his successful attempt at record-breaking.

GEO. M. HENDEE was mounted on a Rudge in his race at Beacon Park.

THE *Australian Bicycling News* credits Hazelton, of the Melbourne Club, with a mile in 2m 43.4-58.

AT Beacon Park, Friday, 18 May, there was a lively two-mile bicycle race between C. H. Chenery, of the Harvard Law School, and Manton Maverick, of the College, to determine which should represent the college in the collegiate contest at the polo grounds in New York, 26 May. Chenery took the lead and held it until the last quarter of the second mile, when Maverick shot by in fine shape and won the race.

A PROFESSIONAL bicycle race, announced for the championship of America, twelve hours a day, for six days, began at eleven o'clock A. M. last Monday, in Chicago, Ill., at Battery D armory on a track of thirteen laps to the mile. The contestants are Mlle. Louise Armaindo, champion lady bicyclist, W. M. Woodside, champion of Ireland, and W. J. Morgan, champion of Canada. The score at the close of the first day was: Woodside, 144m. 9l.; Armaindo, 143m. 12l; Morgan, 142m. 6l.

WHEEL CLUB DOINGS

THE Massachusetts Club's new white flannel cap has no blue cord, as we were incorrectly informed and stated in our last issue.

AT a meeting of the Dunkirk (N. Y.) Bicycle Club, held 17 May, the following officers were elected: President, Dr. Geo. E. Blackham; secretary and treasurer, Emil Keller; captain, Roderick H. Smith.

THE Bostons ran to Hingham Sunday.

THE Massachusetts Bicycle Club will go on to the League Meet in New York in two parties, one leaving Boston by the Fall River Line at six o'clock P. M., Saturday, 26 May; the other Sunday night, at the same hour and by the same line. Wheelmen desiring to join either party are requested to write immediately to Geo. Pope, secretary, care of the Cunningham Company, Boston.

THE annual meeting of the Chelsea Bicycle Club was held last Friday evening. The following were elected officers for the ensuing year: President, W. E. Gilman; captain, J. F. Brown; secretary and treasurer, C. H. Fowler, Jr.; sub-captain, H. W. Turner; lieutenant, Wm. J. Nagle; executive committee, Messrs. Baker and Currier.

AT a meeting of the Massachusetts Club, the following gentlemen were appointed delegates to represent the club at the League Meet: A. S. Parsons, A. D. Claffin, D. E. Devoe, George Pope, H. W. Williams, and C. F. Joy.

ROCKFORD (ILLINOIS) CLUB.—New officers: President, J. S. Gibson; secretary and treasurer, F. L. Lake.

THE sociable tricycle road record from Beacon Park to Bicycle Corner was made on Wednesday, 16 May, by Ex-Secretary Dean and "Papa" Weston, both of the Bostons, on a 44-inch Royal Salvo, geared down to a 40-inch. Time, 23m. Next.

THE Cincinnati Club will send fifteen men to the League Meet, and have been drilling every night lately.

BRUNSWICK CLUB, New Brunswick, N. J.—Officers: President, W. B. McGinnis; captain, D. H. Merritt; sub-captain, C. D. Snedeker; secretary, Frederick Provost; treasurer, John Aiken.

THE Kings County Wheelmen have secured the Williamsburgh Athletic Club grounds, corner of Myrtle

avenue and Penn street, Brooklyn, where they will give a series of bicycle races on Saturday, 23 June.

PROGRAMME of Annual Meet of Essex County Wheelmen, at Lynn, Mass., 30 May: Headquarters, Templars' Hall, 30 Market street. Parade at 9.30 A. M. The Star and Eagle Clubs will escort the column. Dinner at 2 P. M., in Valpey & Anthony's block, corner of Central avenue and Liberty street. Tickets, seventy-five cents. Annual meeting directly after parade.

THE New Jersey Wheelmen will meet to form a State division, 30 May, at Orange, N. J. The programme is as follows: 10 A. M., meet on the mall for a run through Orange and Montclair, returning to the Mansion House, where dinner will be served at 1 P. M. 2.30 P. M., business meeting at the hotel for the purpose of forming the New Jersey division, L. A. W. 4 P. M., a run through South Orange and Milburn to Springfield will take place, enabling members and visitors from Plainfield, Rahway, and vicinity to reach home before dark. Price of dinner tickets, seventy-five cents. There will be no other expense, although, as the Delaware, Lackawanna and Western Railroad Company repudiate the announcement of the railroad committee, L. A. W., of free transportation of wheels, 'cyclers coming by that line will probably be taxed twenty-five cents per machine. Per order L. H. Johnson, chief consul.

THE Capital Club, Washington, D. C., will hold their fourth annual meet on 8 and 9 June. The events will be both professional and amateur.

THE Star Bicycle Club, of Lynn, has commenced the erection of a summer cottage at Bass Point, Nahant. The site selected is one of the finest on the peninsula, and the boys look forward to a summer of rare enjoyment. The latch-string will be out to all brother bicyclers. Come and see us.

LEAGUE OF AMERICAN WHEELMEN.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

FRED. T. SHOLES, *Cor. Sec., pro tem.*

PORTLAND BI. CLUB:		<i>Add.</i>
3721 Geo. E. Kenworthy,	83 Carlton street, Portland, Me.	
DAYTON BI. CLUB:		<i>Add.</i>
3722 Geo. Grimes,	Dayton, Ohio.	
3723 Geo. Light,		
CLEVELAND BI. CLUB:		<i>Add.</i>
3725 S. H. Freeman,	Adelbert College, Cleveland,	
INCURABLE ORDER OF BICYCLISTS:		
3731 C. R. Evans,	Baltimore, Md.	
3732 E. E. Williams,	" "	
3733 F. S. Fisher,	" "	
UNATTACHED:		
3724 H. F. Fuller,	470 North State street, Chicago, Ill.	
3726 Edward O. Weed,	Chicago Watch Case Co.,	" "
3727 W. Roulet,	with Otto, Young & Co.,	" "
3728 M. A. Mead,	3740 Ellis avenue,	" "
3729 C. W. Burtis,	Titusville, Pa.	
3730 W. M. Paxton, Jr.,	49 West 11th street, New York city.	
3734 Fred. Hawkins,	Mt. Vernon, N. Y.	
3735 Wm. B. Turnbull,	318 South Broad street, Philadelphia, Pa.	

Notice to Massachusetts Consuls.

POSITIVE assurances are received from the committee that the League stencils will be ready for delivery next week, together with suitable conveniences for using the same. Consuls who first receive them are instructed to make immediate use of them and then hand them to neighboring consuls. Stencils will be first supplied to those consuls who order guide boards according to directions given by the undersigned in February last.

FRED. S. PRATT, *Chief Consul.*

WORCESTER, 21 May, 1883.

To League Members of Massachusetts.

A GENERAL meeting of the Massachusetts division will be called early in June for the election of officers and committees, adoption of by-laws, and transaction of other important business. Notices of the meeting will be mailed in due time. After 30 May, all annual dues from Massachusetts members are payable to the division treasurer, and all new applications are to be sent to the division secretary. Until these offices are chosen such communications may be addressed to the present division secretary, F. P. Kendall, Box 889, Worcester, Mass., who will give them proper attention.

FRED. S. PRATT, *Chief Consul.*

WORCESTER, 19 May, 1883.

Members of the L. A. W. of Michigan.

IN order to bring our organization home and place ourselves where it will be of some benefit to each of us, the State officers think it necessary to organize a State division. For this purpose a meeting will be held at Detroit on 30 May. The programme for that day will be a business meeting at 2 P. M. and a run at 4 P. M. As arrangements have been made with the D. G. H. and M., the F. and P. M., the Wabash and Michigan Central Railroads, by which they take wheels free of charge, you will all bring them with you. Our membership in this State is now but forty-three. Let us try and make it two hundred before the close of the season. The election is over, and you have seen fit to place me at the head of affairs in this State; now support me still further by holding out the advantages of the L. A. W. to all wheelmen in your vicinity and inducing many of them to join.

The L. A. W. railroad committee, through its efficient chairman, R. B. Ayers, of Chicago, has alone done enough to merit the support of every wheelman in the State, and each one will save in the transportation of bicycles many times the small sum required for admission.

Now, please be on hand the 30th, and bring as many applications for membership the coming year as possible.

I have appointed the Michigan Exchange as the League hotel, and the business meeting will be held there.

CHAS. STANDISH, *C. C. L. A. W.*

17 MAY, 1883.

Transportation.

THE Lehigh Valley Railroad will carry bicycles free of charge. Also, Toledo, Ann Arbor, and Grand Trunk R. R.

B. B. AYERS, *Chairman.*

CYCLISTS' TOURING CLUB

APPLICATIONS.—F. Alcott Pratt, Concord, Mass.; James C. Tait, 109 Bank street, Norfolk, Va.; Robert Tait, 109 Bank street, Norfolk, Va.

APPOINTMENT.—Fred. Binford, 277 Main street, consul for Pawtucket, R. I.

NOTICE.—THE HARRGATE MEET will take place on Monday, 6 August next. All C. T. members who are in Europe on that date should attend. Members wishing to join the party sailing 21 July next, should lose no time in sending their names to the C. C.

FIXTURES

Saturday, 26 May:
Boston Bicycle Club leave Springfield for New York.
Boston Union Athletic Club games.
Princeton, N. J., Intercollegiate A. A., two-mile bicycle race.
Newton Bicycle Club, Trinity square, 2.30 P. M., to Waltham.

Sunday, 27 May:
Tremont Bicycle Club, 3 P. M., to Newton.
Boston Ramblers headquarters, 10 A. M., to Natick.
Roxbury Bicycle Club, to Malden.

Monday, 28 May:
New York, L. A. W. Meet.

Wednesday, 30 May:
League of Essex County Wheelmen meet at Lynn.
Tremont Bicycle Club, 9.30 A. M., to Salem.
Pullman (Ill.) A. C., one and five-mile bicycle races.
Boston Ramblers, to Point of Pines.
Newton Bicycle Club, 9 A. M., to Salem.
Blossburg, Pa., bicycle races.
Haverhill, Mass., bicycle race at Kenoza Park.
Meet and run of the Rutland (Vt.) Club to Fairhaven.

New Jersey Wheelmen meet at Orange, N. J., to from State division.

Saturday, 2 June:

New York. L. A. W. one-mile championship race, and two and five-mile championship of America.

Montreal A. A. A., one and five-mile bicycle races.

Sunday, 3 June:

Roxbury Bicycle Club, to Brockton.

Closing of Entries.

26 May. — Entries close for one-mile bicycle race for championship of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred. Jenkins, P. O. Box 444, N. Y. Championship games 2 June, open only to members.

26 May. — Entries close for two and five mile championship of America, open to all amateurs. Entrance fee, \$2.00, for each and every event. To Gilbert H. Badeau, secretary, N. A. A. A., P. O. Box 3478, N. Y. Games, 2 June, 1883. Gold, silver, and bronze medals.

30 May. Entries close for one and five-mile handicap races, of Montreal A. A. A. (Montreal Bicycle Club). Fee, 25 cents. For entries, programme of games, or any other particulars, address "chairman sports committee," P. O. Box 1138, Montreal. No entry or communication received unless so addressed. Games 2 June.

Sept. 18, 19, 20, 1883.

The Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling; and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of BICYCLING WORLD, and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies *free to every wheelman*.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars address

THE SPRINGFIELD BICYCLE CLUB,
Springfield, Mass.

HENEY E. DUCKER, Pres.

A. L. FENNESSY, Sec.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE CHEAP.—A 52-inch Shadow, light roadster, in first-class condition, ball bearings to both wheels, rubber handles, eclipse lamp, full-nickelled, except rims; original cost, \$143.50; will sell for \$100. E. JONES, care of S. T. Clark & Co., Franklin Building, Baltimore, Md.

FOR SALE.—A 50-inch Special Club, full-nickelled, ball pedals and ball bearings to both wheels. Guaranteed to be in perfect condition. Price, \$100. Apply to J. H. T., Box 14, Bayside, Long Island, N. Y.

FOR SALE.—A 50-inch bicycle, Standard Columbia, ball bearings, full-nickelled, or will exchange for 52-inch. Address, J. A. WADE, Cambridgeport, Mass.

WANTED.—Bicycle 54 or 56-inch, English, nickelled; prefer D. N. F., and to buy in Chicago or Milwaukee. Address at once, P. SCANLAN, 162 East 3d street, St. Paul, Minn.

DURYEY'S

Combined Saddle and Spring.

THE BEST IN THE WORLD.

(PATENT APPLIED FOR.)

GARVEY'S BICYCLE AGENCY,

Sole Agent for the United States,

405 Chestnut Street, St. Louis, Mo.

DURING THE MEET,

It will be on exhibition at R. V. R. SCHUYLER'S, 189 Broadway, ELLIOTT MASON'S SCHOOL, 214 East 34th Street, and at the GRAND CENTRAL HOTEL.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to

GUMP BROS.

DAYTON, OHIO,

For large Illustrated Price List of

New and Second-Hand Machines.

Second-hand Bicycles wanted.

THE SPRINGFIELD

Bicycle Tournament,

AT

SPRINGFIELD, MASS.,

Sept. 18, 19, 20,

Under the management of the

SPRINGFIELD BICYCLE CLUB.

Prizes amounting in the aggregate to over

\$6,000,

Including the

\$1,000 POPE CUP

And the

\$500 OVERMAN TRICYCLE.

You cannot afford to miss it. For particulars, address

A. L. FENNESSY,

P. O. Box 1019.

Secretary.

REDUCTION IN PRICE.

THE

UNION BICYCLE,

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

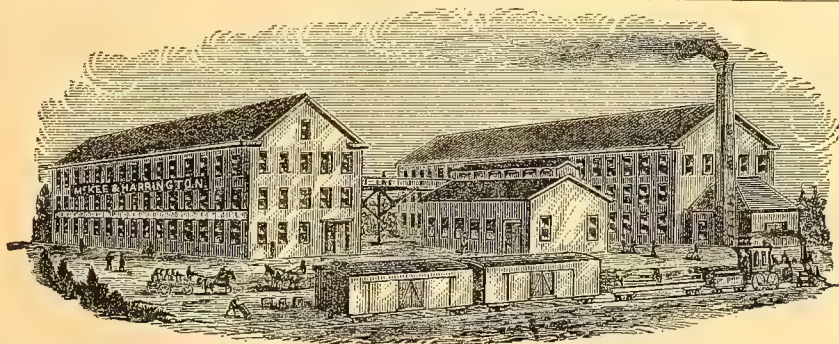
Price, 50-inch \$81.

McKEE & HARRINGTON,

173, 175, 177, 179 Grand Street, NEW YORK.

Send 3-cent Stamp for Catalogue.

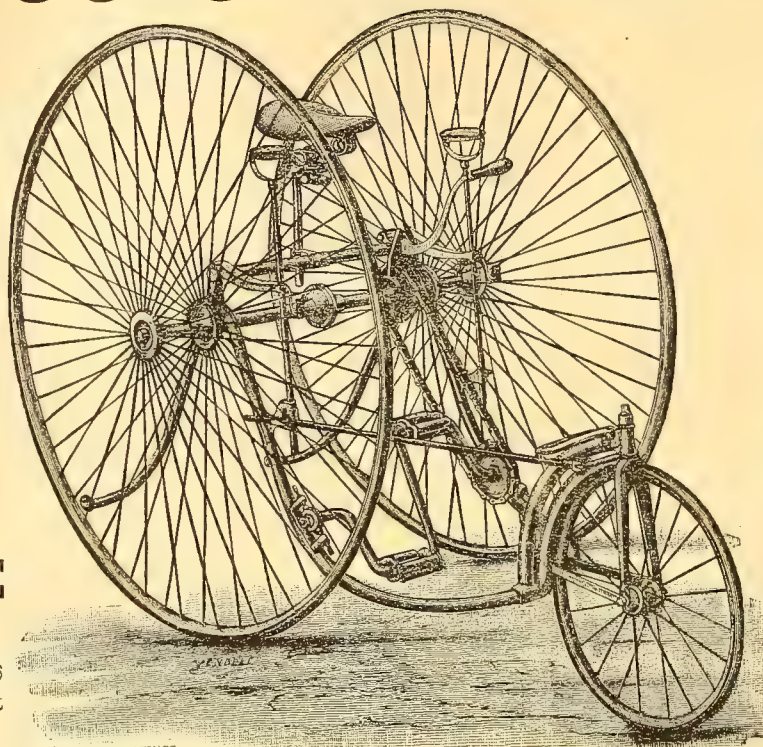
Under License from Pope Mfg. Co.



THE COLUMBIA TRICYCLE.

THE MOST DURABLE,
EASIEST RUNNING,
PRACTICAL, and
SCIENTIFIC
TRICYCLE
Manufactured.
EVERY PART
INTERCHANGEABLE

New Illustrated (36 page) Catalogue sent for 3 cent stamp.



FOR GENERAL USE

— BY —

Gentlemen or Ladies.

In construction and finish fully equal to

Expert Columbia Bicycle,

which has been appropriately christened, —
"The Most Perfect Bicycle in the World."

THE POPE MFG CO.

597 Washington Street,
BOSTON, MASS.

FOURTH ANNUAL MEETING
OF THE
League of American Wheelmen,
AT
NEW YORK,
MONDAY, MAY 28TH, 1883.

PROGRAMME.

Business Meeting at 10 A. M., 214 East 34th street.
Parade at 2 P. M. through Central Park. Dinner at 7 P. M. at the Metropolitan Hotel.

COMMITTEE OF ARRANGEMENTS.

PARADE. — N. M. BECKWITH, Chairman, 21 West 37th street, New York.

STORAGE. — T. C. SMITH, Chairman, 40 Warren street, New York.

FINANCE. — R. NELSON, Chairman, 87 Gold street, New York.

CORRESPONDENCE AND PRESS. — FRED. JENKINS, Chairman, 22 New Church street (Box 444), New York.

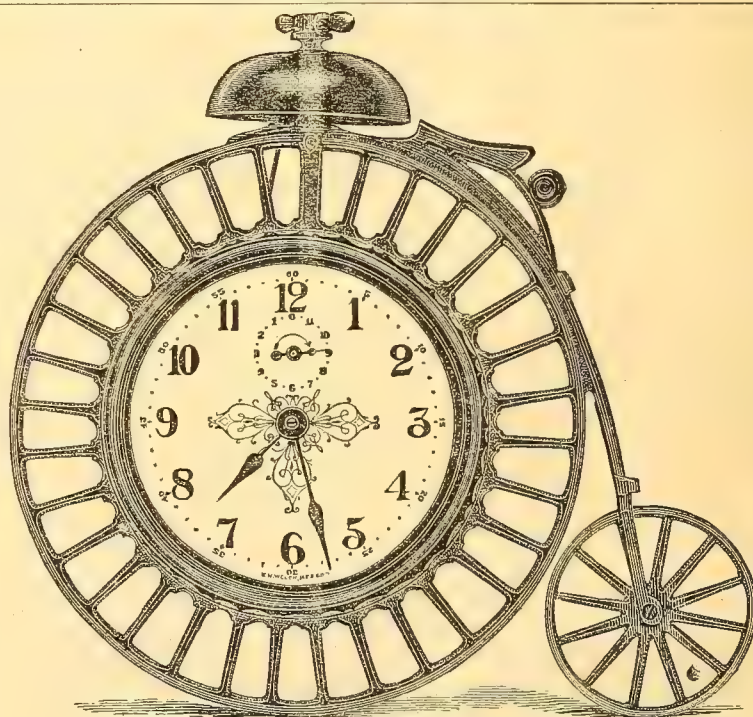
TRANSPORTATION. — FRANK EGAN, Chairman, 38 Broad street, New York.

RECEPTION. — FRED. G. BOURNE, Chairman, 25 West 23d street, New York.

HOTEL AND DINNER. — W. A. BRYANT, Chairman, 12 Maiden lane, New York.

A hearty invitation is extended to all wheelmen, League members, clubs, and unattached.

If you are not a League member send your name on a postal card to Fred. Jenkins, Box 444, N. Y., for 16 page programme of Meet, to be issued May 15.

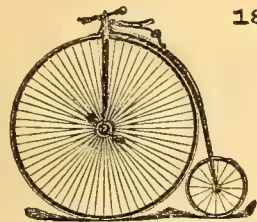


BUY THE
BICYCLE ALARM CLOCK,

Manufactured by E. N. WELCH MFG CO.,

No. 6 WARREN ST., NEW YORK, AND No. 69 WASHINGTON ST., CHICAGO.

FOR SALE BY JEWELLERS AND WATCHMAKERS.



R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,
SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

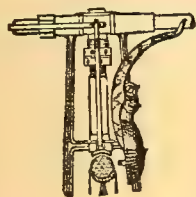
CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

JUST OUT.

The Wheelman's Song!

Words and Music by

JOHN FORD.

An original Bicycling Song and Chorus. The composer has caught the spirit of bicycling and breaks forth into song, at once spirited and melodious. The chorus is especially effective.

The title page is tasteful and appropriate.

PRICE, 25 CENTS.

Published by H. B. HART, No. 811 Arch Street,

PHILADELPHIA.

Sent postpaid on receipt of price.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 258 Washington street (opposite Herald building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 811 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

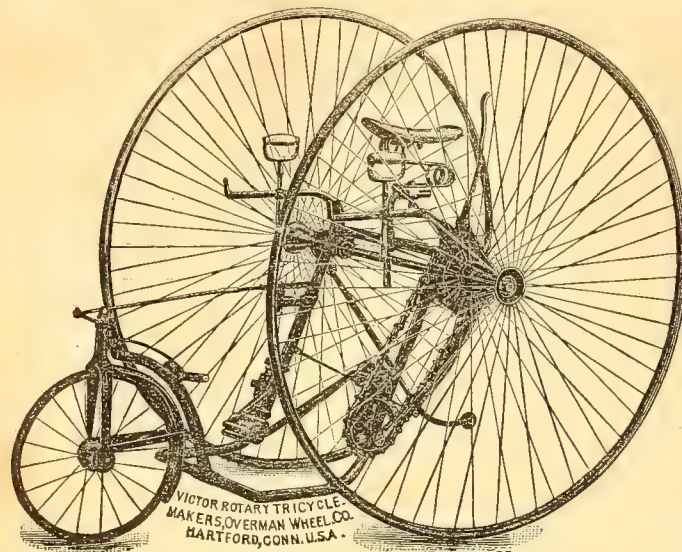
PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **K. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, compressed into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. Arab Cradle Spring, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$150.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

509 Tremont Street, Odd Fellows Hall.

SOLE NEW ENGLAND AGENTS FOR

THE SANSPAREIL ROADSTER,

Light Roadster and Racer, and

THE AMERICAN BICYCLE.

THE AMERICAN STAR,

A PERFECT SAFETY BICYCLE.

THE VICTOR ROTARY,

The First and Best American Tricycle.

A FULE LINE OF SUNDRIES.

SEND 3-CENT STAMP FOR CATALOGUE.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors

\$2.00 a Year.
10c Foreign.
7 cents a copy.

BOSTON, 1 JUNE, 1883.

Volume VII.
Number 4.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,

357 WASHINGTON ST., BOSTON.

C. H. THWING & CO.
MERCHANT TAILORS,
410 WASHINGTON ST.

Our aim is to give fine goods at medium prices.

O. A. Atkinson.

WHEN YOU SEE "HARRINGTON'S ENAMEL"

Stamped on Frame of Your Bicycle You
will Know

That it will not chip off nor crack.
That it will look well while machine lasts.
That you can leave it months without attention.

That neither mud nor salt water will hurt it.
That you can borrow a machine to rub, as yours won't need it.

For prices and particulars, address the sole American proprietors.

OVERMAN WHEEL CO., Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

-) FACTORIES. (-

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries. and Fittings, of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{1}{2}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

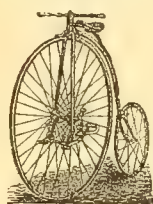
Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 15 Park Place and 12 Murray Street, New York.

For a Meet or Drill, every Club requires a Flag.

Nickel-Plated Flagstaff, with Handle-Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTH'S IDEAL BICYCLE

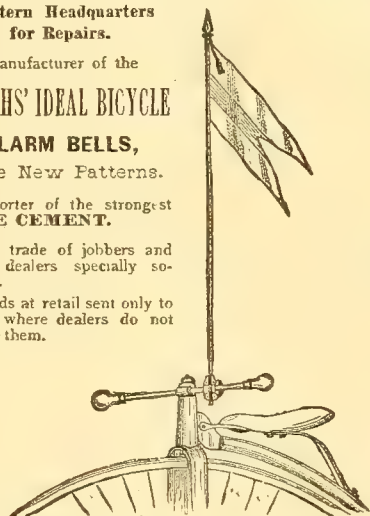
ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and large dealers specially solicited.

Goods at retail sent only to places where dealers do not handle them.



R. P. GORMULLY,

40 Canal Street - - CHICAGO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

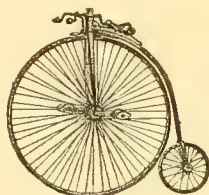
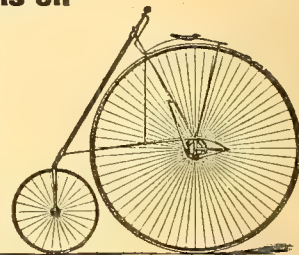
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small diamonds, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

ENGLISH
Bicycles and Tricycles,
American Sanspareil and American,
Second-hand and Repairing.
Also Cable Fencing.
A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.

HARWOOD'S SAFETY STEP



No. 4.

Is made in four styles, to fit any machine without drilling new holes in backbone. The beveled teeth prevent tearing the clothing, and secure firm foot-hold in mounting. The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut represents the new style of No. 4 Step adopted by Stoddard, Lovering & Co. on the British Challenge. Price: Crocus-polished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - MASS.

THE Bicycling World

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 1 JUNE, 1883.

CONTENTS

Editorial: The Meet and its Effect; Notes . . .	39
The Fourth Meet	39
Essex County Wheelmen	41
Manufacture: "The Humber Tricycle" . . .	42
Correspondence: Big Wheels; Rocky Mountain Coasting	42
Route Wanted	43
Chas. A. Booth in Custody	43
Canada Tour	44
Notes from England	45
Wheel Club Doings	45
Racing News	46
Currente Calamo	46
The Pike Pump	47
L. A. W.	47
Fixtures	47

THE MEET AND ITS EFFECT.

To sit down in a noisy hotel, amidst the conversation and discussion of the assembled 'cyclers, is not just the situation we fancy for editorial work, and yet we are compelled to submit to the circumstances in which we are placed, and make the most of it. The arguments advanced in favor of the selection of New York for the fourth Meet of the League were that New York needed the Meet; that the people needed to be educated and made familiar with the appearance of the wheel on the streets; that the

park commissioners should be shown that 'cyclers generally were of a respectable and responsible class. Those who have visited that city and walked its streets in 'cycling dress have appreciated how true much of this was. They realized that the New Yorkers were impolite, and stared ridiculously at limbs encased in small clothes. They felt painfully the conspicuousness of their position. Not one of them, however, but probably felt that he was doing good in familiarizing the residents with the appearance of riders, both on and off their machines. They have done so. The Meet has received the concession of the park commissioners, and for one day the admittance of bicyclers into the sacred precincts of Central Park. The edge of the wedge is thin, but there is little doubt but that the park will, ere long, open its gates to wheelmen without restrictions. The press, too, have been brought over to the side of the wheel, and will cast their weight in the scale of justice and on the right side. The future prospects of bicycling and tricycling in New York are very bright, and with the energy that has been evinced in the past, there is but little doubt but that we shall see great strides made by the wheelmen of that city. We wish them success and, with the League centred in that city, it may become the 'cycling metropolis.

THE WORLD is no longer the official organ of the League. We have fretted under the burden of the organship for a good while, for it took away from us the independence that a well-conducted journal should have, absorbed much valuable space and time with routine matter, and rendered us liable to be misunderstood when we took issue with the officials. As we stated last week, we could not accept the position except on certain conditions which we named. The *Wheel* has been made the official organ, and will be supplied to each member of the League. The publishers have agreed to supply the paper to the League for fifty cents. The new organ will publish all applications for membership, and all renewals; it will find place for all standing notices, and all the official utterances of the officers. In this it will fill a crying need of the L. A. W., and work much good.

In the meantime, we shall continue to publish THE BICYCLING WORLD in the

interest of all wheelmen, whether of or apart from the League. The increased space that will come to us will give us room for the carrying out of several plans we have in view to make our paper more interesting, and we can assure our readers they will lose nothing by the change.

THE failure to obtain a quorum at the adjourned business meeting of the League leaves matters thus: The League dues are \$1 00. One half of this amount is paid to the proprietors of the new official organ. The remainder, in States where there is a division, is retained by the division treasurer. No provision has been made to meet the other expenses of the League, such as payment of salaries, etc.

THE new League organ will go to every member. The fifty cents paid to the publishers by the League will pay for the paper from the date the member joins the League till 1 June following, whether it be for twelve, six, or one month. Those who join late in the year will get little return for the fifty cents. The publishers will, no doubt, allow a drawback to League members now on their books.

The Fourth Meet, New York, 1883.

THE fourth annual Meet of the League of American Wheelmen was in most respects a great success. The committees in charge worked hard, and were indefatigable in their attentions and efforts. On Saturday visitors began to arrive, and hotels and streets all gave evidence of something unusual, and wheelmen were to be seen at almost every turning. On Sunday some of the 'cyclers attended church, but the majority visited either of the various club rooms in the city, took runs to the suburbs, or assembled at the headquarters at the Grand Union, where discussions and lobbying were in order, and seemed to afford recreation for many 'cycling lights. We spent a quiet day with the New York Club, and had the pleasure of dining with Secretary Adams. On Monday the first thing on the docket was the officers' meeting, which was held at the riding hall on E. 34th street. There were present at this meeting Messrs. J. S. Webber, F. P. Kendall, G. Sanderson, Jr., A. S. Parsons, W. V. Gilman, L. H. Johnson, N. M. Beckwith, A. A. Hathaway, A. Meinecke, W. H. Miller, H. S. Livingstone, E. K. Hill, F. T. Sholes, H. C. Douglass, F. A. Elwell, C. H. Lamson, C. H. Wilkins, S. A. Marsden. The meeting was called to order at 9 40 A. M., with President Miller in the chair. The reports of the

secretaries and treasurer were dispensed with. F. T. Sholes was elected recording secretary *pro tem*. Mr. Miller was nominated for president and elected, but positively declined to serve. After other nominations and declinations, N. M. Beckwith was elected, fourteen votes being cast, of which Mr. Miller received eleven, Mr. Lamson two, and Mr. Parsons one. Mr. Miller was elected vice-president. On motion of Mr. Parsons, Fred Jenkins was elected corresponding secretary, the treasurer casting the vote. On motion A. S. Hibbard was re-elected recording secretary, and W. V. Gilman treasurer. Adjourned to general meeting.

BUSINESS MEETING

was held in same place and called to order by President Miller at 10.50, who, after a few preliminary remarks in relation to the League and its prospects of success, called to the chair the new president, N. M. Beckwith, who took his seat amid great applause, and three cheers and a tiger. President Beckwith thanked the meeting, but wisely refrained from any lengthy remarks, as the time was so short and the business to be transacted so much. The corresponding secretary's report was an interesting one, and showed the exact condition of the League.

Since the last meeting there had been 1,135 applications, making the total membership of the League, 2,131; 727 were club members who were admitted at fifty cents each, all others paid \$1.00 each. There were 172 clubs, but some of these had disbanded or withdrawn from the League.

The treasurer's report was as follows:—

Treasurer's Annual Report.

CASH. Dr.	
To balance received of D. Wistar,	
1 June, 1882.....	\$516 38
" dues of members, 1882-3.....	1,083 00
" admission fees, 1882-3.....	693 50
" badges.....	48 04
	\$2,340 92
CASH. Cr.	
By expenses of corresponding secretary.....	\$265 40
" expenses of treasurer.....	145 01
" salary of treasurer.....	250 00
" salary of corresponding sec.....	250 00
" rebate, Kingman N. Putnam.....	19 50
" expense of reporting three business meetings.....	96 00
" 3,500 membership tickets.....	33 25
" expense fall race meeting, Beacon Park, Boston.....	29 05
" expense, miscellaneous account.....	25 50
" expense J. Fred Adams, Haverhill suit.....	50 00
" balance in treasury at close of business hours, 21 May, 1883.....	1,177 21
	\$2,340 92
Balance accounted for, as follows:—	
Deposit with New Hamp-hire Banking Company.....	\$500 00
Deposit with Mechanics' Savings Bank.....	500 00
Deposit with Second National Bank.....	171 21
In money drawer.....	6 00
Add to the above accrued interest.....	\$1,177 21
	19 76
Total cash in treasury, 21 May, 1883.....	\$1,196 97
All the above expenditures have been made either in accordance with a vote of the officers or with the ap-	

proval of the finance committee.

Respectfully submitted,
W. V. GILMAN, Treasurer.

Mr. President, Officers, and Members L. A. W.:

During my term of office it has been my anxious endeavor to be able to present to you at this time a report of our financial condition at least as satisfactory as that exhibited at our Chicago meeting, and we will examine the two reports for a moment that we may see how they will compare:—

Our balance in treasury 27 May, 1882.....	\$516 38
We now have.....	1,196 97
Our receipts from membership dues, 1881-2.....	925 00
This year we have received from this source.....	1,083 00
Admission fees, 1881-2.....	622 00
During this year.....	693 50

The increase in this particular is most gratifying and will surprise many when we take into consideration the heavy drawback we have labored under from the fact that entire club memberships have been admitted at half rates. On the other hand, the expenses of the office of our corresponding secretary have been reduced more than \$100; while those of the treasurer (never large) show smaller figures.

A great saving this year is noted in the expense of our annual race meeting, the same having been reduced nearly \$300; a slight improvement in interest account, \$19.76; as compared with preceding year, \$12.92.

Great strides have been made in the right direction, viz., towards bringing the League into closer relationship with each individual member, so that to-day each member has a voice in the management, and is to that extent personally responsible for its acts, and may therefore feel elated at its success.

We have never been so strong financially as to-day. Our membership roll has never looked so well. Our influence was never greater. Our prospects never brighter.

We now number 2,100 paid-up active members. We have, during all the year, wished for a membership of 2,000, and now the mark has been passed to our infinite satisfaction. That the incoming executive board may find all things as they would desire, and that they may build up our membership as well and better during the coming year is the sincere wish of

Your most obedient servant,
W. V. GILMAN.

The chair appointed Messrs. Sholes, Geo. Pope, and Hathaway, committee on credentials.

Mr. Miller reported, from the committee on rules and regulations, that it had received an offer from Oliver & Jenkins to send to each member of the League a copy of the *Wheel* at fifty cents per member, provided it were made the official organ. The committee favored the acceptance of this offer. Considerable discussion followed as to whether the report of the committee should be accepted or not, but a motion to lay the report on the table was lost, and the report accepted.

The question then came up on the question to adopt the recommendations of the committee, and a motion was made to refer the report to a committee of five, three to be chosen from the floor and two to be appointed by the chair. A vote by delegates resulted in a defeat of the motion, the vote standing 256 for and 416 against. The final vote on the appointment of the *Wheel* as the official organ was 368 for and 260 against.

Mr. Charles E. Pratt was the most active exponent of the cause of the *Wheel*, and used every endeavor to secure its appointment. After a vote of thanks to the retiring president, corresponding secretary, the treasurer, and B. B. Ayers, the meeting, at 1 P. M., adjourned to 10 A. M. on Tuesday.

THE PARADE.

This of course was the feature of the Meet, and was looked forward to with interest, not only by the riders themselves, but by a large part of the general public.

Thousands of people were stationed all along the line of parade and evidenced a keen interest in it. The line was formed on Fifth avenue, just above 59th street, resting on the right in the following order:—

Mounted police.

Two pace makers.

Commander Beckwith and staff.

FIRST DIVISION.

(League clubs). Commander Bourne and staff.

CLUBS.

New York, 26 men, including 2 double and 1 single tricycle.

Massachusetts, 29.

Hawthorne, 4.

New Haven, 18.

Philadelphia, 13.

Essex, Orange, and Elizabeth, 18.

Germantown, 15.

Yonkers, 10.

Connecticut (1 tricycle), 11.

Brooklyn, 8.

Cincinnati, 7.

Cleveland, 6.

Buckeye, 4.

Dayton, 2.

Steubenville, 1.

Albany, 23.

Lehigh University, 8.

Pequonnock W. C. (Bridgeport, Conn.), 13.

Scranton, 8.

Mt. Vernon, 8.

Springfield, 13.

Brunswick (N. J.), 9.

Marrietta (Pa.) (1 tricycle), 12.

Hudson, 5.

Portland, N. Y., 2.

Hackensack, 7.

Boston Ramblers, 9.

C. T. C., 2.

Chelsea, 2.

Lowell, 2.

Manchester, 1.

Roxbury, 1.

Beverly, 1.

Johnstown (Pa.), 1.

Utica, 1.

Fisherville, 1.

E. Bridgewater W., 5.

Citizens', 40.

Binghamton, 10.

Ixions, 17.

Oswego, 1.

Susquehanna, 1.

Elmira (N. Y.), 6.

Courtlandt, W., 8.

Meriden W. C., 8.

Alpha, 7.

American Star, 13.

Hudson County, 12.

Lennox, 12.

Pennsylvania, 20.

Poughkeepsie, 14.

Long Island W. C., 8.

SECOND DIVISION.

Commander Pitman and staff.

CLUBS.

Capital, 16.

Buffalo, 2.

Rochester, 4.

Providence, 7.
Kings County Wheelmen, 43.
Pawtucket, 5.
Frankford (Phila.), 8.
Troy, 13.
Harlem Wheelmen, 18.
Newburg, 5.
Æolus, 8.

THIRD DIVISION.

Commander S. T. Clark and staff.

Eighty-nine unattached bicyclers and two unattached tricyclers. The above figures added up makes the total number of riders 698, but as some who were staff officers were not accounted for, we made an accurate count of the riders actually in the parade, and found it to be 723.

We stationed ourself on the west drive and got a very good view of the parade as it swung around one of the turns in the roadway. After the commander, with his staff of 'cycling lights, among which we noticed Papa Weston, the genial Colonel (of the Pope Manufacturing Company), Ex-President Miller, A. A. Hathaway, and others, came the New York Club, under command of Howard Conkling, looking very neat in their gray uniforms, which, by the way, were uniforms, and not of all shades and various cuts to suit to the individual taste of its members. In our opinion, though in favor of dark uniforms, we think the New York Club made the best appearance of any club in the parade. Next came swinging around the turn Captain Claffin, with well-filled ranks. Here we noticed Corey, of hill-climbing fame, and the genial Colonel (of the Cunningham Company), and others. We next noticed the Philadelphian's riding extremely well. Then came Johnson, of racing celebrity, and the Germantown Club in their neat suits of green, and the Connecticut Club, with Secretary Davis on an Overman tricycle. The next noticeable club was the Albany, under command of Captain Scattergood, well dressed, and riding in good form. The Scrantons passed us with its good-looking captain, followed by the famous Springfield Club, with its neat black uniform. The Hudson Club, Captain Bryan; the Boston Ramblers, with a long attachment; the Citizens', with forty men in dark blue velvet and white helmets, presented an imposing appearance. It was followed closely by the Ixions. The American Star Club were an innovation, and looked very well indeed as they spun by us with its little wheels front. The dead (?) Lennox and the Pennsylvania. The Capital Club headed the second division, riding in the best form of any club as they went by. Club after club passed us; the Kings County Wheelmen with forty-three members having the largest turnout; and finally, the great unattached, not a very attractive feature, it is true but helping to swell the numbers, Karl Kron being the most noticeable individual.

Space forbids us to mention each club as we would like, but suffice it to say that

there was a great improvement in the appearance of the clubs over former parades, they being better dressed and riding better.

The line of march was down Fifth avenue to 59th street, then counter-marched up the avenue to 116th street, to Seventh avenue, to Central Park, through the west drive of the park to 59th street, back to 72d street to Riverside Drive, where the parade stacked wheels and were photographed on Mount Tom. The parade then disbanded.

THE BANQUET

capped the climax, and fittingly crowned the efforts of those who had labored hard to make the Meet the success it was. In point of attendance, elegance, influential guests, and enthusiasm, this banquet was the most successful one in the annals of the League. About eight o'clock nearly five hundred wheelmen and their guests sat down at the handsomely furnished tables in the large and elegant dining hall of the Metropolitan Hotel. Two or more hours were spent in discussing an excellent and well-served menu, during which time the Seventh Regiment Band played choice and appropriate airs. When coffee and cigars were reached, President Beckwith, in a neat and appropriate speech, introduced Mr. C. E. Pratt as toastmaster. The first toast proposed was "America," in response to which the toastmaster read a letter from President Arthur regretting that a previous engagement would prevent his attendance. The next toast was the "British Provinces," the band playing "God Save the Queen." C. K. Monroe fitly responded for the "League of American Wheelmen," and ex-Mayor Ely said a few words of thanks in behalf of "The Empire State and City," which was proposed by the toastmaster in the text of "All roads lead to Rome." "The Parks, our Promised Land," called forth an enthusiastic speech from General Viele, the park commissioner, who was frequently interrupted by cheers and applause. Although the general did not say that the park would be open, he referred to the day as a red-letter one for the wheelmen, and said that it was the first day in many months in which there had been no accidents in the park from runaway horses. The whole tenor of his speech was in favor of allowing wheelmen all the privileges accorded to horsemen, and was very gratifying to the New Yorkers. Isaac H. Bailey responded in a quiet and rather non-committal manner to the toast of "Public Opinion." He was followed by Herbert O. Thompson. "The Law and the Gospel," was responded to by Edmund Wetmore, W. A. Jenner, Rev. T. McKee Brown, and Rev. Dr. Pentecost, the latter making a long and interesting speech. The "March of Improvement" brought up Col. Albert A. Pope. Speeches were made by Kingman N. Putnam, Fred G. Bourne, Secretary Sholes, F. W. Weston, chief consul C. T. C., and others. It was nearly

two o'clock when the last wheelman had left the hall, and the fourth annual dinner was a thing of the past, to be looked back to with feelings of pleasure and pride by every 'cyclist present.

THE adjourned business meeting failed to bring together a quorum, so that no business could be transacted. A vote of thanks was passed to Elliott Mason, who had kindly given the use of his hall for the meetings, after which the meeting adjourned.

As many important questions were to have been considered, it was unfortunate that a quorum was not present. It will seriously hamper the League's business for the present.

THE total number of trikers was seven, two Convertibles, two Cheylesmores, two Victor Rotarys, and a Royal Salvo.

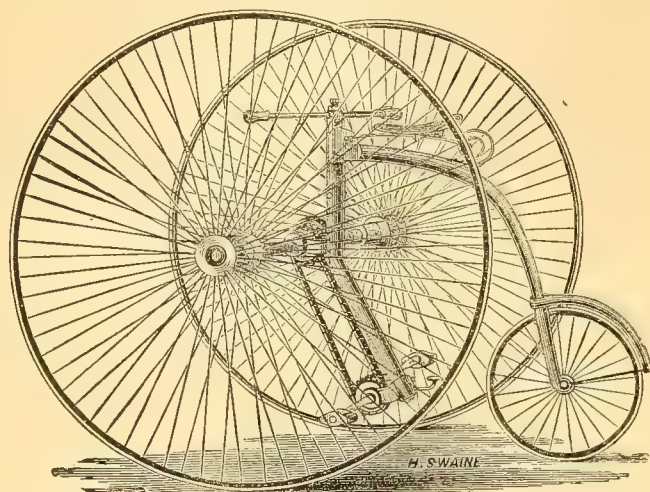
THE storage tents afforded ample accommodations. On Tuesday one of the tents was blown down, but fortunately did no damage.

A FEW headers were the only accidents resulting from the Meet and parade.

Essex County Wheelmen.

THE largest meet ever held by the wheelmen of Essex county was held at Lynn, Wednesday, 30 May. It was the second annual meet of the League of Essex County Wheelmen, formed in Lawrence a year ago, and was held under the auspices of the Star and Eagle Bicycle Clubs, of Lynn. The bicycle riders from far and near, in their neat and tasteful uniforms, began to gather at headquarters, Templars' Hall, Market street, as early as eight o'clock, and at half past nine, when the parade was called, one hundred and fifty-two machines responded in line, representing clubs from Lawrence, Haverhill, Andover, North Andover, Ipswich, Beverly, Salem, Marblehead, Peabody, and Lynn. Under escort of the Star Club, Commander W. O. Faulkner, with twenty-eight riders, a run was taken round the city through Ocean, Nahant, Broad, Essex, Johnson, North Common, and other principal streets. The riders were handsomely entertained at the residence of Commander Faulkner, and dined in the Valper & Anthony building at two o'clock. At the regular business meeting the following officers were chosen: President, M. D. Currier, of Lawrence; vice-president, Frank Winship, of Lynn; corresponding secretary, J. Fred Adams, of Haverhill; recording secretary, L. H. Cole, of Beverly; treasurer, George Chinn, of Marblehead, and an executive committee of one from each county club represented in the League. The membership was reported as one hundred and twenty-nine. It was voted to abolish the office of commander, but to provide that a chief marshal be chosen from the local club in the place in which the annual meet is held. The long line of brilliantly flashing wheels and gay uniforms attracted much attention, and the parade was in every way creditable to the League.

MANUFACTURE



THE HUMBER TRICYCLE

The Humber Tricycle.

MADE BY HUMBER, MARRIOTT AND COOPER, BEESTON, NOTTINGHAM, ENGLAND; IMPORTED INTO THIS COUNTRY ON ORDER.

As the interest in tricycling increases, the natural result will be races for riders of the three-wheeler. The Humber tricycle, though it has proved itself to be well adapted to ordinary road work, has won a reputation for speed which no other tricycle enjoys. In fact, with one exception (Coventry Rotary No. 1) it is admitted to be the speediest machine in the market. It was on a Humber that Hillier won the 1881 road championship, and in 1882 Mr. Marriott ran second on the same. The five-mile path championship was won by Liles on the same make. As will be seen by the above illustration the Humber is decidedly a peculiar machine, and occupies a distinct place in point of construction. It combines double driving with double front-steering, a peculiarity possessed by no other tricycle that we know of. The two drivers are placed side by side and about twenty-six inches apart; they are usually made forty-eight inches in diameter, though, for racing, they are oftentimes made somewhat smaller and geared up considerably; indeed, the Humber ridden by Marriott in the fifty-mile road race was a 42-inch machine, speeded to a 57-inch. The wheels are constructed in the same manner as those used on the bicycles of the same make, have steel felloes, gun-metal limbs, and $\frac{3}{4}$ -inch tires. The following description of the gears, etc., taken from the *Tricyclist*, having been written by one on the spot, is better than anything we can say:—

"These wheels form the base of operations, and they are connected by a compound axle, constructed somewhat as follows: To the left-hand wheel is attached

a long axle, running right across, and forty inches in length from end to end. At its further end a right-hand wheel is fitted so as to revolve upon it, and some three inches or so from the inner hub flange of this right-hand wheel, a small gun-metal wheel, with bevelled teeth, is made fast to the axle, whilst a similar one is attached to the hub of the wheel near by. This axle is enclosed in a tube, and the bevelled wheels in the box or cylindrical case. This box contains two bevelled pinions, placed opposite each other, upon pins rigidly attached to the case, and so arranged as to gear with the two bevelled wheels before mentioned; the case and cylinder enclosing the axle are united, and, centrally, between the two wheels, a chain-wheel is keyed to the cylinder, and on each side of it are a set of bearings, upon which a short horizontal fork rests, which fork supports a stout tube, to the top of which is attached a bicycle pattern Stanley head, whilst below the fork the tube slopes backwards at an angle of about thirty degrees, the lower end being provided with a sliding piece, to which is attached a second stout fork, in which a second chain-wheel is held on a short shaft held running on ball bearings in the fork ends, and having a pair of ordinary bicycle cranks keyed on to its extremities. A chain gears the two chain-wheels together, and by turning the cranks with a pair of pedals the cylinder and the gear box are turned, and through them the wheels, which are equally driven, as in the generality of front-steering double drivers. To the Stanley head before referred to is attached a pair of ordinary bicycle handles of a good length, and in front of these will be found a lever as for a front wheel bicycle spoon brake; instead of this, however, the lever actuates a strap brake passing around a drum attached to the axle cylinder. An ordinary bicy-

cle backbone of weldless steel tube works freely between centres in the head. The back fork is of the semi-tubular variety, made of sheet steel, stamped and pressed into shape. The back wheel is eighteen inches in diameter, and runs upon ball bearings, while the saddle, which is a bicycle one, is placed upon an ordinary Humber pattern spring, with a stout coil behind to take the vibration. We can conscientiously say, that in quality of material and fineness of fitting and workmanship, together with general care in construction, this machine is equal to any, and can be thoroughly relied upon.

The Humber steers in the same manner as an ordinary bicycle, and can be controlled by the feet alone. It is extremely sensitive and requires a little practice to get familiar with its vagaries. That the Humber is a good hill climber there can be no doubt, though, of course, this is not such an important consideration to those who want the machine solely for path work. We have tested to some extent this machine and find it an easy running and capable machine. In ordering a Humber it is necessary to send length of leg and arm to secure a good fit, as it is not adjustable in the same manner as an ordinary tricycle.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

"Big Wheels."

Editor Bicycling World:—The Boston correspondent of the *Wheel*, I notice, expresses his doubt whether I will be able to sell many Faciles in or around Boston, as the rage there is just now for big wheels, not little ones. I do not know who this writer is, but opine that he speaks without any particular knowledge of the Facile, and "without book," especially without knowing that anybody who thinks he wants one, and can't be persuaded to the contrary, can have a Facile built up to 52 inches of front wheel; in fact, I will furnish a 62-inch Facile for anybody who will give me my time about it, and an express absolution of myself for all responsibility, for, though I maintain that such a machine would still be better than a 62-inch of the usual construction, I don't consider either worth having, for practical service.

Why should anybody speak of a "rage" or a "craze" for the bicycle? Have we not got past that stage of development in which this vehicle is regarded (and is) chiefly an instrument of amateur athletics, and a toy for giddy youth? A craze will die out. Is *this* in promise of dying out? If not,—if the bicycle is of utility, of reason, and of permanence, is it not time we all better guarded our tongues and pens, and (personally getting out of it all the fun and

enjoyment it contains) put out of sight the "sport's" idea of the subject? Here in New York, for example, the Citizens' Club is at this time priding itself upon the comparative average maturity, staidness, and substance of its "citizen" membership; and the moral effect to help the wheel which the Meet is expected to exert is largely by dispelling the prejudice that a bicycle gathering is a lot of hooting and irresponsible boys.

But if there must be any craze at all, why should it insist upon big wheels? Or, I might say, why *shouldn't* it, since craziness implies parting with reason? Big wheel on the brain is an almost invariable disease with incipient 'cyclers. I recall having it myself; I "tried on" one of the early Columbias, a 50-inch, and ached for a 52-inch; I rode a 52-inch English wheel, and wanted a 54-inch; then I began to be wiser, and now that I have, as my present personal steed, a 44-inch Facile, — the same which I have for some weeks been lending to my friends for trial of its capacities, while I am putting myself in training for the Meet by use of shank's mare, and, withal, half working my head off as a member of "the trade," I incline to think I should make it a 42-inch next time. I will not argue here in favor of *little* Faciles, lest somebody say (which I don't admit), "There now, I told you the Facile is effective just *because* it is a little thing, and Wilcox says so"; but I will venture to drop the tip, that whoever wants to go for a Facile be careful he does not let his big-wheel prejudices lead him to make more of his leg than there is, and thus to take one size too large. And may I be also permitted to ask my friends, who think a big wheel more taking, and that the view of the scenery is so much finer, the atmosphere purer, and the general feeling more set up, how much difference a rise or fall of eight or ten inches in height of saddle from ground really makes.

Few men, I think, have studied wheel construction more faithfully, longer, and with better effect than myself, although I never laid claim to much ability as a rider. I can write on wheels better than I can ride on them. I think the reduction of back wheel from the old bone-shaker has been carried too far, — particularly that the 17-inch and 16-inch trailers are a fashionable mistake, for which manufacturers (who must conform to rather than dictate to the market) are not to blame. I think the "low-handle" has been overdone, with the result of compelling riders to climb on wheels too large for them, on penalty of inability to get their legs under handles. An evidence of this I see in the dropped handle and cow-horn bar. I think — and for confirmation I confidently appeal to the oldest teachers, dealers, and riders — that the question ought to be, *How small a wheel can I ride?* I would look at the upper pedal, in trying for a fit, and would advise the smallest wheel which will let the thigh comfortably under the handle-bar, rather than at the lower pedal,

to see on how big a wheel the leg can manage to reach it. The novice will be more flattered and pleased, I know, as the size he is told he can ride increases; but *he* is not the best judge, and my deliberate belief is that (for practical road work, of course) the most pleasurable, effective, and useful service will be got out of the smallest size which a man can comfortably ride.

Nobody bothers himself, when he goes to his tailor, to get the largest pair of trousers which he can keep off the ground. Is not the desire to get the longest possible pair of bicycle forks between one's legs a bit of silliness which should be put away as too childish? Believing so, I shall be glad to have an expression of opinion from the competent judges to whom I have appealed in the last preceding paragraph.

JULIUS WILCOX.

15 PARK PLACE, NEW YORK, 12 May, 1883.

Rocky Mountain Coasting.

Editor Bicycling World: — I noticed that a correspondent of the *Bicycling News* states that President Bates is a member of one of the leading Boston clubs. President Bates heartily wishes that this were true. If he had the opportunities which are possessed by Boston bicyclers, he would not only enjoy them greatly, but he would also know much more about the bicycle than he does, and he would assuredly put such opportunities to use as a writer for bicycling periodicals. Besides to be a member of a leading Boston Club would be esteemed by him as an honor.

The same correspondent doubts some of the statements made in the sketch "A Midnight Ride," which appeared in the "Wheelman's Annual," for 1882, by President Bates. This sketch was confessedly a tale — a story — and not a statement of fact. At the time it was written, there were no records of bicycle riding in the Rocky Mountain region. President Bates knew only casually of some of the granite roads in the mining regions; and, from his slight knowledge of the yet untried possibilities of those tremendous mountain slopes, he constructed an imaginative account of a ride down such a supposititious road. How prophetic was this sketch, and how modestly it was kept within due bounds, has been fully proved by the actual experiences of those five wheelmen of the mountain clubs whose achievements of last year have been so graphically related by W. O. Owen, of the Laramie Club, in *The Wheelman* and *THE BICYCLING WORLD*. This accomplished rider, with companions, has actually ridden over fifteen miles at one coast, without necessarily touching feet to the pedals, running at the average rate for the whole distance of over fifteen miles an hour, and at times far exceeding that speed. There are slopes in the Rocky Mountains, where a daring rider, if sure of a clear track, can coast at a speed certainly exceeding thirty miles an hour for distances

of several miles at a stretch, if we may believe the testimony of gentlemen of unimpeachable character and of high reputation as wheelmen. These statements may possibly astound the boldest riders of England, to whom such feats naturally appear impossible. But there is no reason to doubt the testimony of those who have actually ridden on those wonderful mountain roads, whose floor is of smooth, hard granite. I venture to predict that the Rocky Mountain region will become, in the not distant future, the very paradise of adventurous wheelmen and the Mecca of bicycle tourists, not only of this continent, but of the world; because then the most perfect roads will be combined with the grandest scenery and the most health-giving climate in the civilized world. Go west, young man, and slide down hill on your wheel, if you would experience the grandest thrill of pleasure and healthy excitement it is possible for daring, skill, and wild adventure to bestow upon mortals.

PRESIDENT BATES.

Route Wanted.

THE undersigned, contemplating a trip from Hartford, Conn., to Portsmouth, N. H., the last week of June, desires information regarding the road from Hartford to Worcester *via* Springfield. If any one can give the information desired regarding the whole or part of the route, either through these columns or by letter, he will confer a favor on a fellow-bicyclist. Yours truly,

E. I. THOMAS,

Wesleyan University, Middletown, Conn.

Charles A. Booth in Limbo.

OUR older readers will remember Mr. Charles A. Booth, who, for a time, in 1878 and 1879, was employed as instructor for Cunningham, Heath & Co., and who left these parts under a cloud. Mr. Booth was born in England, and first took to velocipede riding in Paris by giving exhibitions of trick riding at the Cirque Napoleon, where, from his skill, he was surnamed the great velocipedian Ducrow, after which he returned to England, where he raced in Agricultural Hall, London, defeating such riders as Johnson, Mayo, Hood, Mischaux, Palmer, and Wright. He won a wager of £200 a side by riding a 65-pound velocipede from London to Brighton (fifty-two miles) inside of eight hours. He gave exhibitions of fancy and trick riding in England, and in 1870 arrived in New York. He stayed in this country for several years, and for a considerable time was settled in Boston, but about eighteen months ago he took up his residence in Australia, where he did some racing and managed some races 3 June, 1882, at the Melbourne Exhibition. He claimed the title of champion of America, but never did anything to entitle him to that honor. He now turns up in San Francisco in a new rôle.

He arrived in that city about 10 May, in company with James Gardner, of St.

Louis, and his niece, Miss Anna McCabe, to whom he was engaged. The young lady, it seems, objected to his following his profession as a bicyclist, and it was arranged that he should engage in Gardner's business of stock raising in Washington Territory. Before leaving for San Francisco, Gardner gave his niece the sum of \$2,000 in greenbacks. On Sunday, 12 May, Booth, in a playful and loving mood, borrowed the diamond engagement ring, and the \$2,000 was given to him for safe keeping. On Monday, Booth left for parts unknown, but was finally traced by the detectives to Lathrop, and was arrested at the station beyond, returned to Lathrop, and lodged in "tank cell No. 4." The money, ring, and several gold and silver watches were found in his possession. Booth loudly proclaims his innocence, but will have an opportunity to prove it in court ere long. Mr. Booth has been confronted by another of his victims, a Mrs. Weeden, whom he deserted several months since.

Canada Tour.

THE arrangements for the tour of the Chicago Bicycle Club, first twelve days of July, have been perfected. The writer, in company with Chief Consul Standish, of Detroit, paid a visit to the St. Thomas and London wheelmen, 12 and 13 May, for this purpose, and meeting the prominent wheelmen of the Canadian Wheelmen's Association by appointment, a most excellent programme was agreed upon. It was found necessary to change the original route to some extent, and, after sampling sixty-five miles of representative wheeling in the vicinity of St. Thomas and London, our committee concluded to lengthen the average mileage per day. On account of the early arrival of the train from Chicago at Ann Arbor it is a question whether we will stop there at all, but continue on to Detroit. Still, if a special sleeper can be engaged, the initial point will still be Ann Arbor. This will not affect the original starting time from Detroit, however, which will be Monday morning, 2 July. The Detroit wheelmen have expressed their intention to give the tourists a send-off in the way of an excursion in a steamer to Grosse Pointe, leaving Detroit Sunday afternoon, where a frog supper will be served, returning in the evening. The route from Detroit will be to Leamington, Ontario, and running from thence along the bank of the lake to St. Thomas. The following is an extract from an account of a trip on this road, made by President Bates in 1880:—

"Next day brought us some rain and plentiful mud, but put us thirty-five miles further on our journey, and departed, leaving us in a comfortable hotel. Saturday was bright and beautiful. We rode our whizzing wheels at a ten or twelve-mile gait, over a hard gravel road a few rods from Lake Erie. The bank is sixty feet high. We spun along all day, alternately rushing through the cool woods and coming out into the open

fields, where we had a charming view of the lake. About once in five miles we passed through a village. We followed the first road built in Canada, the Talbot road, now used by a stage line. We rode the first bicycles ever seen on that road, and occasioned constant wonder. The road as far as St. Thomas is very fine, and the day before we reached St. Thomas we made fifty-nine miles easily."

Monday evening will find us in Blenheim, sixty miles from Detroit.

Tuesday evening we will be in Wallacetown, forty miles from Blenheim (still following the Talbot road).

Wednesday morning we leave Wallacetown and reach St. Thomas, twenty-five miles, for dinner. At St. Thomas the scenery is grand, the town itself being a very attractive place, of about 15,000 inhabitants, lying in a lovely valley spanned by three magnificent railroad bridges. This vicinity is the seat of bicycling in Canada, its roads and scenery being without doubt as attractive as any spot in the country. Great green hills, crowned with magnificent woods of beech and maple, deep valleys and bright rushing creeks and young rivers, the roads—Canada's pride—winding over hill and dale, like great white ribbons, hard and smooth as a billiard table, with tempting side or cow-paths, trodden down hard by the numerous pedestrians travelling between the villages, and by the children who attend the schools scattered at frequent intervals along the route. The farm-houses and farms are of the higher order, and along the roads travelled in the tour they are exceptionally fine, in some cases luxurious, being patterned after the English estates and manors.

We start from St. Thomas Wednesday noon, and wheel to London, seventeen miles, the next largest city in Canada, and a very beautiful place, where we will take supper and spend the night. London has two bicycle clubs, one of which occupies a three-story building complete, and numbers fifty-five members. It will be surprising to many wheelmen of the United States to see how wonderfully the craft is developed in Canada. There is not a bicyclist but what is mounted on a full-nickelled British Challenge machine, which in this country costs about \$150 or \$170, but which they pay only about \$100 to \$115 for; and as only the finest machines are imported, and the price so low, every one rides a first-class machine. The dealer in London, Mr. Payne, carries a stock of from thirty to fifty machines, besides a dozen or so tricycles, and yet cannot keep up with the demand. One glance at the roads and scenery of the country will reveal the reason for this, for it is the humble opinion of the writer, to whom has been vouchsafed the pleasure of discovering this paradise of wheelmen, there is no place where the bicycle can be better enjoyed to its fullest extent.

The start will be made from London early Thursday morning, 5 July, and the course will be sixty miles north to Goderich, on Lake Huron, the watering

place of Canada, and a lovely spot. The following will fitly describe the roading from London to Goderich: The writer was shown a brand-new asphalt sidewalk in London, that fairly glistened. It was so smooth, and advised that it was just like the Goderich road—absolutely perfect. This road has been selected by the Canada Wheelmen's Association for their annual run, 2 July, and it is considered but a matter of small effort to make the distance. It passes along river banks, follows the railway for a long distance, and then strikes off toward Lake Huron, the shore of which it follows to Goderich.

Friday morning we start from Goderich, take dinner at Seaford, and supper in Stratford, forty-five miles, splendid road.

Saturday evening will find us in Brantford, with a forty-five mile record to our credit.

Sunday morning we strike out for Hamilton over a part plank and part gravel road, and will travel down a mountain from which a magnificent view of the country and Lake Ontario can be obtained. Distance, twenty-five miles. This road is perhaps the roughest one in the tour, but for all this is enjoyable riding, and the distance for the day is short. Good brakes will be necessary.

Sunday morning the course will lie along the south shore of Lake Ontario, over a rolling country, passing alongside and under the Grand Trunk Railway, through tunnels, and over the Holland canal, a splendid trip to Niagara. The evening boat will here be taken—the "Chicora"—for Toronto, which place will be reached after a three hours' ride across Lake Ontario.

Tuesday morning the same boat will be taken for Niagara; thence wheel along the bank of Niagara River to Suspension Bridge and Niagara Falls.

Wednesday, 11 July, the tour will extend to Buffalo and there end, it being entirely at the option of the tourists as to how they will return, the quickest and cheapest way being *via* the Michigan Central Railway, which road will give a reduction in fares.

The expenses of the tour will be light. Mr. Perry Doolittle, of Aylmer, (a wheelman of great experience, having been over the entire ground described with his wheel, besides other routes in the province, making as high as ninety-eight miles one day) assures the writer that the cost will not exceed one dollar per day, and that if one would roll in positive luxury he could raise the cost to \$1.25 per day. This includes excellent fare, at first-class hotels, and the writer will vouch for this from personal experience. An estimate of the cost of the tour has been published already, amounting to some forty odd dollars. This is by far too high. Twelve days at \$1.25 per day, \$15.00; railroad fare Chicago to Detroit, \$5.70; railroad fare Buffalo to Chicago, \$10.50; total, \$31.20. To this would be added the sleeping-car fare, and the proportion of cost of light wagon to follow the tourists, to pick up any stray man who might fall by the wayside. It

is estimated by the Canada wheelmen that they will have fifty wheelmen in line, and as we have already made the estimate of thirty wheelmen who will meet at Detroit, the cost of this "ambulance" will be small *per capita*.

Mr. Perry Doolittle will convoy the party. He is an expert wheelman of years' practice, and knows almost every road in Canada. To him has been delegated the arrangement of all affairs in Canada, and the fact that he has kindly accepted the position assures a most excellent arrangement for the comfort of the tourists. Mr. Chas. D. Standish, chief consul for Michigan, has accepted the position of manager of Michigan and Detroit ends, and the successful starting of the tour, which is a further assurance of pleasure for our wheelmen.

As to the number who will participate, we have already received assurances of ten from Chicago, Minnesota, Illinois, Ohio, and Michigan, making up a number which it is safe to place at thirty. Of course it is too early yet to get our numbers down fine. A definite circular will be issued early in June, giving all details, and it is desired that wheelmen intending to participate in the tour will kindly advise us of their intentions as early as possible. B. B. AYERS.

Notes from England.

(From our Special Correspondent.)

HAVE just come back from the Surrey spring meeting. The great feature was the unexpected upset of Moore, the 1 and 25-mile champion, by H. W. Gaskell, the well-known flyer. The race was a simple procession until the last lap, when Gaskell, who had ridden fourth throughout, came with a rush and won easily by eight yards from Prentice, an Ipswich man, who rode in excellent form, Moore, who had ridden a waiting race, being third. The crowd rushed on the track and upset Prentice, King, and Wilson. The latter, a new rider of the Surrey Club, rode most pluckily throughout. Amongst the starters who gave up were Jephson, who did not like two inches of mud, Chas. Crute, who seems to have lost all form, and Thompson, who is not yet fit. This is Gaskell's second win; should he be successful a third time he will take the cup, worth £50. Nothing exciting in the mile race, which was won by Hay, of the Queen's Cycling Club. A dead heat for second place between Wilson and Cassell; a credit to the handicapper so early in the season.

Our two American visitors are, by this time, at Bradford; they went to Moore, of the Horns, Kennington, and hired a Salvo sociable, the one which was to be seen at the Stanley show, and started, and we hope that they will have a good time, though if those energetic fellows, the Bradford men, get them there, I cannot help pitying their poor heads, Bradford whiskey is *A 1 verb sat sap*.

A long tricycle ride by the member of a well-known advertising club has been announced, but the traditional grain of salt is asked for, so I will not report till further checking authenticates the record.

It looks as if Gaskell would win the championships this season, though Moore was not in form, probably; at any rate, Gaskell won easily, and as Moore beat Whish, who beat Lowndes, we may take a line that way. Gaskell looks a bit light, and I should say was trained fine, so he may not last; he looks like a man who might crack up at any moment. On the other hand, all the rest, Frank Moore especially, looked all on the big side, and doubtless we shall see some reversal of form

ere long. I cannot help thinking that it is unwise for Gaskell to get fit so very early in the season.

If Woodside comes over here in the hope of getting on professional matches, he will have to look out well, if talk means anything. The sporting press is full of challenge and counter-challenge, but it does not seem to come to much at present, at any rate. The best man for talk up to date is De Civry. But I think that when work comes, Howell will be able to give a very good account of the somewhat vainglorious Frenchman.

Our riding season is well in now, and every Saturday our roads are thronged with clubs bound countrywards, especially towards the south, where each body makes its way to Ripley, that historic spot beloved of the London cyclist. Here we find the cracks assembled who have done good racing on the preceding day, for it is on Sunday that the great Ripley levee takes place; and here, in the afternoon, will be found all those who won or lost the previous day. To-morrow I hope to see Gaskell, with the blushing honors of the Surrey cup thick upon him; whilst it is quite on the cards that the plucky young rider Wilson, of the Surrey, whose riding drew forth encomiums from even the sphinx-like Lacy Hillier, will show up to meet his admirer, who will, probably, be down on a tricycle. Thus all will fight their battles over again at the dining table of the Ripley hosterie.

The agitation amongst the tricyclists has fizzled out in a most ludicrous manner, as the new body which was to oust the Union has merely adopted the rules and objects of that body. Happily my forecast of its prospects is likely to be soon fulfilled, and it will simply degenerate into a committee of one tricycle club, a body which has the usual "young club's" craze for numbers, and has, as a consequence, got a very mixed membership, broken up into half a dozen little coteries which are practically separate clubs; the wire puller of the club is a tradesman in the Strand, and he merely pulls the strings to bring himself before the public, so that his testimonializing may be of service to his friend, the maker of a certain tricycle, which he has been assiduously writing up, I suppose, on commission, in all the papers into which he can gain admission. The pages of the *Cyclist*, *Bicycle News*, *Tricyclist*, and *Tricycle Journal* now appear to be closed to him, as his aims were too obvious; but, strange to say, he still finds an out let in the pages of a scientific paper, whose editor, I presume, is too deeply versed in scientific subjects to note the weather-cock-like changes and glaring advertisements which find their way into his pages, whilst a curt comment on the writer's experiences is furnished by an advertisement in one of our journals offering a machine for sale, "only ridden ten times," or something of that sort, followed by the address of the great self-advertiser. Under these circumstances, I anticipate the early downfall of the gingerbread structure which this whilom scientist and non-practical rider has done his best to promote.

Work is commencing in earnest amongst our flyers, and, doubtless, the racing season of 1883 will leave its mark on the records; even now one or two men are talked of as contemplating the attempt to upset the wonderful records left us by Cortis. There is very little doubt in well-informed circles that if any rider can obtain the pace-making assistance which Cortis got it would make a great difference in his chances of success; and if I were asked to choose a likely man, I should pitch upon W. F. M. Buckley, of the Oxford Bicycle Club, who is going in great form just now; many more men are but half fit, and the wise ones are delaying their training for a time so as to come out fresh for the championships which are to be run in July. Amongst the older riders many absences are to be noted. Every one hears with regret that ill health will prevent J. F. Griffith, of the Surrey Bicycle Club, from taking part in any more races. This rider has never been himself since he fell when making the pace for Cortis in his first attempt to cover 20 miles in the hour, and although his courage was undoubted, it was always a case of the spirit being willing; now, however, the doctor's orders will entirely prevent

his competing any more, and another good man is lost to the path. Of all the recent flyers none have shown so well as the Adams, and it is with regret I chronicle the fact that F. L. Adam had an awful cropper off a club bicycle on the Palace track, and, if report is to be credited, has broken a bone in his leg. This is most unfortunate as he is an undoubted flyer. Jephson, who gave up in the 10 miles at the Surrey, did not like the heavy grass, which was all against such a light yet speedy man as the dark blue representative. I, as well as most other riders here, am now awaiting the first really well-contested scratch race on a good path before deciding on the chances of the men for the championships. It is a general held opinion that Gaskell is too fit to last, and unless he goes out of training he will be stale for the championships; whilst, on the other hand, some of his most formidable rivals are either not racing or palpably out of form. Of one thing I am certain, when Hendee or Woodsie, ex-amateur champion of Ireland, come over, that they will find foemen worthy of their steel, that the former will have to be a real flyer (at any rate, quite as good as Prince) if he is to do any good with our crack amateurs. At present speaking our best man is Gaskell, but there are several in reserve, notably Buckley, who is not riding just now, whilst the Adams, Keith alconer, Jephson, Moore, Palmer, and several more have to be counted in; whilst I heard quite by chance at the Oval this evening that Lacy Hillier, who is supposed to be quite retired and "sticking to business," to quote his oft-repeated phrase, was clocked to do 2m. 58s. on Thursday night, it being his fifth visit to the track on a wheel this year, so I don't doubt that some one will tackle Hendee when the time comes.

The touring wheelmen are already laying plans for Harrogate this year, and I hope to be with you there, for, of course, Mr. Editor, you will be one of the American contingent on the historic plains of Harrogate in 1883. Thine in the bonds of the wheel.

CHANTICLEER.

LONDON, 30 April.

WHEEL CLUB DOINGS

THE Harvard Bicycle Club held a meeting 23 May, and elected Eliot Norton president; F. W. White, hon. secretary and treasurer; W. D. Smith, captain, and A. D. Claflin, sub-captain. Messrs Norton and Claflin were appointed a committee to confer with the bicycle representatives at the Polo Grounds Saturday, in regard to what entries should be made by the college and at the coming Springfield bicycle tournament.

THE wheelmen, of Troy, N. Y., have organized the "Trojan Wheelmen," officered as follows: President, T. B. Way; vice-president, Harry Snyder; secretary, W. J. Wyley; treasurer, C. E. Wilson; captain, J. R. Torrence; lieutenant, George Powers; color-bearer, W. T. Lynd.

KINGS COUNTY WHEELMEN, Brooklyn, N. Y. MET. C. D. Loucks has been chosen secretary, vice W. L. Samson, resigned. The club will hold races at the Williamsburg Athletic track, 23 June.

STILL another club in Troy, N. Y., the Rensselaer County Wheelmen.

THE Chicago Club moved into the building occupied by the Racquet Club, recently, and the *American Sports* describes the present and future appearance of the rooms as follows: "The rooms embrace a large meeting room on the third floor, overlooking the racquet court, and a smaller reading room. These the boys propose to fit up in the highest style, with wall paper of club colors, black and gold, and curtains and furniture to match. Of course musical instruments will form a large part of the furnishing. On the first floor is a room for stabling wheels, a bowling alley, gymnasium, and dressing-room, the whole making very desirable quarters, and the best the club has yet possessed.

THE Boston Ramblers will make a two days' run to

Gloucester, 17 and 18 June. The route will be through Salem, Beverly Farms, Manchester-by-the-Sea, to Gloucester, where they will stop over night at the Pavilion Hotel. The return will be made the next day over the same route. All wheelmen, whether unattached or club members, are cordially invited to participate in the run. The total expense of the trip will probably not exceed \$3.00, and all those attending are sure of a good time.

THE Massachusetts Club has had made a gold medal which is to be worn by the president of the club. The medal is made in the shape of a banner, with the word "President" in raised letters across the face, and is very handsome.

THE Newton Bicycle Club took a run to Waltham on Saturday last, and visited the American Watch Factory, after which they supped at the Prospect House, and spent the evening at the skating rink.

A GRAND antique and horrible and fancy dress parade will be given by the Newton Bicycle Club 4 July. The start will be made from Eliot Block, Newton, at 6.30 A. M., sharp. Wheelmen are cordially invited to participate in the parade, and ample accommodations will be furnished for change of costume etc. After the parade, a collation will be served in Eliot Hall.

OUR correspondent "Southern Tier," of Binghamton, N. Y., writes a very interesting account of a long-distance run by the members of the Binghamton Club to Waverly; distance, fifty miles; time, 6½h.; riding time, 5½h.; average per hour, 7½m.; riders, E. E. Kattell, 60-inch; Fred. Lyon, 54-inch; C. H. Rogers, 52-inch; C. E. Titchener, 58-inch.

THE first bicycle Club in Cattaraugus County was organized at Randolph N. Y., the first Monday in May, with the following officers: W. L. Rathbone, president; J. L. Smith, vice-president; D. C. Adams, captain; W. W. Canfield, secretary and treasurer. The club contains nine members and is named "Cattaraugus County 'Cyclist Club.'" Some extensive tours are laid out for this season.

THE Boston Bicycle Club on Wednesday, to the number of twenty-one (eighteen bicycles and two tricycles), took breakfast at the Cattle Fair Hotel, Brighton. Three members of the Springfield Club breakfasted with it. Secretary Fourdriner took photographs of the clubs, after which a run to Malden was taken.

THE Champion City Wheelman's log book is very neat and convenient, easily carried, and just the thing for keeping a record of runs. It can be obtained of R. A. Worthington, secretary, Springfield, Ohio, for twenty-five cents.

THE Massachusetts Club went to High bridge Sunday. How is this for high?

THE Citizens' rooms are very nice; the Ixion's just as good; and the New Yorkers' better.

CLUB runs on Decoration Day: Tremonts to Salem; Newtons to Salem; Ramblers to Point of Pines; Chelseas to Lynn.

RACING NEWS

THE twenty-mile race at Springfield will not be a League championship. The racing board could not accept the conditions, for, under them, no riders of the Star, Extraordinary, or Facile could enter, and the League rules forbid discrimination in favor of particular machines.

THE Capital Club, Washington, D. C., is making great preparations for its races 8 and 9 June. A new quarter-mile track is being laid in the most complete manner. Liberal prizes will be awarded for amateur and professional events. The Marine band has been engaged for the occasion.

YALE COLLEGE spring games, 19 May. Two-mile bicycle race: L. B. Hamilton (1), 6m. 49 1-55s.; W.

Marwell (2) The time beats all previous Yale records.

MR. JOHN S. PRINCE wishes us to say that he is ready now as ever to meet Woodside or Higham in a race for any distance from one to twenty-five miles, and will cover any deposit that may be made. Mr. Prince also says that he was never beaten by Higham but once, and that was in a handicap, when Higham started thirty yards ahead.

LEHIGH UNIVERSITY A. A., South Bethlehem, Penn., 19 May. Two-mile bicycle race: B. Searle (1), 7m. 20½s.

INTER-SCHOLASTIC A. A., New York, 18 May, Manhattan grounds. Two mile bicycle race: E. A. Thompson (1), 7m. 30s.; Lewis Stearns (2), 7m. 59s.

STATEN ISLAND A. C., West Brighton, N. Y., 19 May. Two-mile bicycle race, handicap: E. W. Gould, Jr., two hundred yards (1), 8m. 6 1-55s.; B. J. Carroll, two hundred yards (2), C. A. Reed, scratch (0).

AN extraordinary race took place 24 May from Birmingham, Conn., to Milford Harbor. It was witnessed by about 1,000 people. The course was the Housatonic River, and the direct road over land. Shell boats were used on the river, and bicyclists and pedestrians contested on land. The distance by water was fourteen miles and by land twelve miles. The race was won by Terrence S. Allis on a bicycle in 1h. 38½m. Robert Swift rowed up the river in 1h. 53½m. Charles Nettleton ran the distance in 1h. 57½m.

KENYON COLLEGE, Gambier, Ohio, spring games. One-mile bicycle race: H. D. Huston (1), 4m. 45½s.

GERMANTOWN (PENN.) Academy, annual games. One-third mile: J. Longstoth (1), 1m. 27s.; one-mile, H. Morris (1), 3m. 46s.

THE fourth annual races of the Capital Bicycle Club are to be held at the Athletic Park, this city, 12 and 13 June, in addition to the club races, a professional race of three miles, best two in three, for cash prizes of \$100, \$75, \$50, and \$25.

THERE were no entries, and therefore no race, at Kenoza Park, Haverhill, on Decoration Day.

THE Union Athletic Club had to omit the bicycle race last Saturday afternoon for want of entries.

LOUISE ARMAINDO won the six days' race at Chicago. The three contestants were on the track at the finish although Woodside did little steady riding. At the end of the race the score stood: Armaindo, 843; Morgan, 829; Woodside, 723.

TWO-MILE INTERCOLLEGIATE. — New York Polo grounds, 26 May, 1883. This was one of the most interesting and exciting events on the programme. The starters were: R. G. Rood, '84, Columbia; C. A. Reed, '84, Columbia; M. Maverick, '85, Harvard; W. Maxwell, '85, Yale; F. T. Howard, '86, Columbia; L. B. Hamilton, '86, Yale; B. Searle, '84, Lehigh. Norton, of Harvard, was entered, but did not start. A collision at the start put out Rood and Searle. Howard and Maxwell got a good lead at the start, the former leading. The other contestants, except Reed, were out of it from the start. Reed, by continual spurting, on the last lap of the first mile obtained the lead, and held it until the last lap, when Howard rushed to the front, but could not hold the lead, and Reed came in a winner by about three yards in 6m. 33 1-55s.

MESSRS. BURNHAM, Corey, and Sabin are entered for the one-mile Newton Club championship race at Beacon Park, 30 June. Mr. Dean and Captain Everett, of the Boston, are entered for the tricycle race.

CURRENTS CALAMO

HAPPY New Year.
AND a prosperous one.

THE affairs have been wound up again.

MAY the wheels run smoothly and without a sound of gear.

WE do not intend to stop publication just yet.

CAPT. PITMAN's run to Yonkers was a great success.

IN fact we must use this word in connection with everything connected with the *Meet*.

AT Saratoga, N. Y., the other day, Hugh Willoughby and a couple of friends were bowling along on their bicycles, when a fellow driving a double team met them, and thinking to crowd them into the ditch, refused to give way to the right, according to the rules of the road. Two of the wheelmen dismounted, but Willoughby, on his big 56-inch wheel, an elegant new, dark enamelled machine, drove straight ahead, and struck the near horse full in the breast. He then dismounted and the driver mended his harness the best he could, and probably made up his mind that the next time he would not try to occupy the whole of the road.

WE are requested to correct a mistake in a former issue and to say that there is more than one bicycle in Billerica, Mass. A correspondent claims three for the town, and says a good word for the roads.

J. W. EBERMAN, of Sandy Lake, Penn., left on Thursday, 10 May, for Cleveland and return. He will ride the entire distance on his wheel.

FRED. JENKINS will act as referee for the three days' races at Springfield, 18, 19, 20 September.

REV. MR. DAY, pastor of the South Abington Methodist Church, recently rode fifty miles on his bicycle in five hours and a half.

THE Springfield Bicycle Club will offer a valuable premium for the club having the largest number of members present at the camp.

THE index for Vol. VI. is now ready and will be sent free to those who wish for it. In binding the volume for ourselves we include the special number and have prepared a special index for that which patrons can have on application.

THE base ballists of the Boston Club were defeated by the St. Mark's School nine at Southboro', Mass., Thursday, 24 May.

AT eleven o'clock on Friday morning the first bicyclist, Fred. Coleman, of the Citizens', crossed from New York to Brooklyn. Soon afterwards Mr. Edward Pettus, one of the trustees of the Kings County Wheelmen's Association, crossed, and several other bicyclists followed. They paid five cents toll. The time across was about eleven minutes. The riding in this fashion is said to be delightful, as one half of the distance is down a gentle grade. — *Sunday Courier, N. Y.*

THE 'Cyclist' prints letters addressed to the editor of THE BICYCLING WORLD, which it says have been forwarded, in which E. R. Shipton, Esq., and Henry Sturmy, Esq., respectively chief consul and representative for England of the L. A. W., resign both membership and office on account of the action of the League on the amateur question.

KING LEOPOLD, of Brussels, while riding recently, was thrown from his horse in a collision with a bicycle.

OWING to the demands upon our columns we have to make a liberal use of the pruning knife and to lay many articles over until we can find room for them. Correspondents who send us news must bear with us if we reduce their communications to bare statements of facts. Were we to publish all that we receive, thirty pages would not suffice.

WE were shown by Mr. F. Lillibridge, of Cedar Rapids, Iowa, a sample of a new and peculiar spring-saddle, some of the points of which were adjustment in height, width, and tension to suit the length, build, and weight of the rider. He intends getting it upon the market soon, and promises a speedy relief to those riders who are suffering from poor fits, hard saddles, or stiff springs. We are unable to give at present a detailed description of it, but will keep our readers posted as matters develop.

The "Pike" Pump.

HERE once again our journey completed,
I and my wheel feel like taking a rest;
Thirty miles ridden, and three tollmen cheated;
That's a record I'll chalk down as one of my best;
"Health to my wheel!" I pledge and I drink it,
While she stands on her head by yon hickory stump,
Health to a wheel! odd toast you may think it,
Odder still, as the nectar's derived from a pump.

Odd, though it be, I pledge, and I mean it,
And non 'cycling readers may laugh as they please,
Perhaps they'd laugh more at my wheel had they seen it,
As it stood on its head 'neath those hickory trees.
Stood on its head for certain it did sir,
After taking an awfully buck-boardy jump,
And I, like the thwack at an auction's last bid, sir,
Descended with mine on the head of the pump.

Thirty miles ridden, three tollmen cheated;
A machine on its head with its wheels in the air,
A pair of new breeches that must be re-seated,
This last was a thought that impelled me to swear.
A log in the roadway, a dint in the gravel,
And a head, boasting one superfluous bump,
A hole in a cap, and without doubt or cavil,
A decided imprint on the head of a pump.

PENSIVE PENNS'Y.

LEAGUE OF AMERICAN WHEELMEN.**Massachusetts Division.***To Members Massachusetts Division L. A. W.:*

THERE will be a general meeting of the division membership Wednesday evening, 13 June, at eight o'clock, at the headquarters, New Marlboro' Hotel, Boston. The business to receive attention at this meeting will be the adoption of by-laws, election of officers, and appointment of committees. There will also be brought up for your consideration and action the following subjects: Appointment of a railroad committee; an annual Meet; an annual race Meet; appointment of racing committee; establishment of State championships. The importance of this meeting is evident, and you are requested to make earnest effort to be present.

EDWARD K. HILL, *Chief Consul.*FRANK P. KENDALL, *Secretary.*

WORCESTER, 1 June, 1883.

THE New York State division was organized in New York city, 29 May, and resulted in the election of B. G. Sanford, New York, secretary, and L. H. Brown, Elmira, treasurer. The chief consul will appoint a committee to draft a constitution and by-laws. About twenty-five members were present.

THE following League hotels have been appointed in Michigan: Ann Arbor, St. James; Detroit, Michigan Exchange.

Transportation.

THE Boston and Maine and Eastern Railroads will make the following charges for bicycles in baggage cars: fifty miles or less, 25 cents; over fifty miles, 50 cents.

The following roads will carry bicycles free: Detroit, Lansing and Northern, Point Huron and Northwestern, Cincinnati and Indianapolis, St. Louis and Chicago (Kankakee Line.)

The president of the Delaware, Lackawanna and Western Railroad has revoked the order of the general passenger agent in regard to free transportation.

B. B. AYERS, *Chairman Railroad Com.***FIXTURES**

Friday, 8 June:

Moorestown, N. J., races (particulars later).

Saturday, 9 June:

Champion City Club go into camp.

Cincinnati Wanderers, annual run and banquet.

Ten-mile race at Druid Hill Park, Baltimore, Md.

Sunday, 10 June:

Laramie Bicycle Club, run to Steamboat Lake and City of Rocks.

Monday, 11 June:

Capital Club, Washington, D. C., fourth annual races, first day.

Tuesday, 12 June:

Citizens' Club, annual meeting.

Capital Club races, second day.

Saturday, 16 June:

Spring games Manhattan A. C., N. Y., two-mile bicycle race. Entries to L. E. Myers; close 9 June.

Monday, 18 June:

Portland Club start on tour.

Su-day, 24 June:

Laramie Bicycle Club, to Sherman.

Friday, 22 June:

Tournament at Lancaster, Penn.

Saturday, 23 June:

Races of Kings County Wheelmen.

Saturday, 30 June:

Beacon Park, Boston and Newton Club races.

Sept. 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling; and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of BICYCLING WORLD, and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies free to every wheelman.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars address

THE SPRINGFIELD BICYCLE CLUB,
*Springfield, Mass.*HENRY E. DUCKER, *Pres.*A. L. FENNESSY, *Sec.***FOR SALE OR EXCHANGE**

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 52-inch British Challenge, full-nickelled in perfect condition; ridden only a short season by careful and experienced rider; price, \$115; a bargain. Address, A. A. WINANS, Xenia, Ohio.

FOR SALE.—One 58-inch full-nickelled Expert, in perfect condition, bent and straight handle bars, cradle-pri g, hub lamp bell, etc.; an A 1 road machine. Also, one 60-inch Yale racer, very close built, as good a Yale as ever was made, in perfect running condition. Will sell above wheels at prices that will suit. Address, FRANK LAMLINE, Norwalk, Ohio.

TO EXCHANGE.—A Baker shot gun, pistol-grip, D. B. breech-loading, new, strong shooter, twelve gauge, all the latest improvements, for a good second-hand 50 to 52-inch bicycle, ball-bearing preferred. E. S. COLANT, Des Moines, Iowa.

FOR SALE CHEAP.—A 52-inch Shadow, light roadster, in first-class condition, ball bearings to both wheels, rubber handles, eclipse lamp, full-nickelled, except rims; original cost, \$143.50; will sell for \$100. E. JONES, care of S. T. Clark & Co., Franklin Building, Baltimore, Md.

BICYCLE AND TRICYCLE RACES

At Beacon Park, Saturday, 30 June, at 4 o'clock P. M., under the auspices of the Boston and Newton Bicycle Clubs. Races: 1 mile handicap bicycle; 3 mile bicycle; 5 mile bicycle; and 3 mile tricycle. Open to all amateurs. One mile club race, open to members of Newton Club only. Entrance fee, 50 cents. Entries made to C. L. Clark, 42 Bedford Street, Boston. Entries close for handicap 23 June; other races, 27 June.

THE SPRINGFIELD Bicycle Tournament,

AT

SPRINGFIELD, MASS.,

Sept. 18, 19, 20,

Under the management of the

SPRINGFIELD BICYCLE CLUB.Prizes amounting in the aggregate
to over**\$6,000,**

Including the

\$1,000 POPE CUP

And the

\$500 OVERMAN TRICYCLE.

You cannot afford to miss it. For particulars, address

A. L. FENNESSY,

P. O. Box 1019.

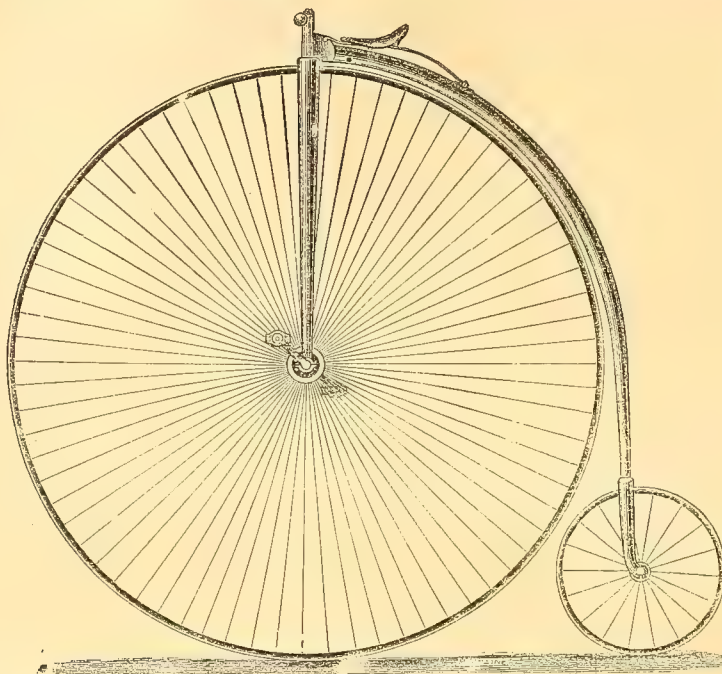
*Secretary.***WHEEL LITERATURE.**

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmey's Bicyclists' Indispensable	\$0.55
" Tricyclists' " .....	.60
" Guide to Bicycling .....	.43
Curtis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A. B. C. of Bicycling .....	.12
Lyra Bicyclica, Poetry .....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicycler, 1879 .....	.35
'Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets ..	.50
Common-Sense Binders for WORLD	1.00

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

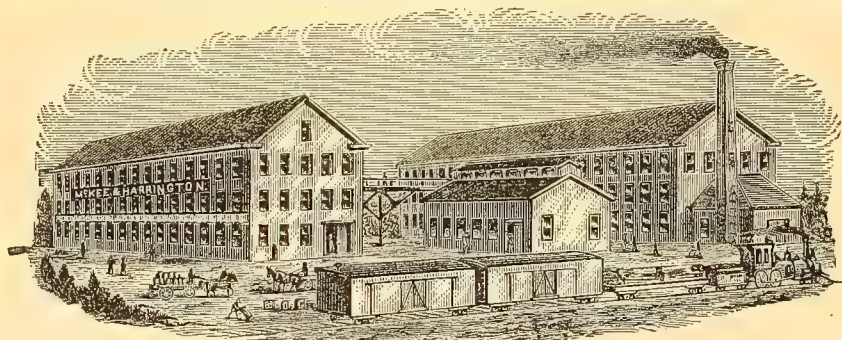
HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.



REDUCTION IN PRICE.

THE

UNION BICYCLE,

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch \$81.

McKEE & HARRINGTON,

173, 175, 177, 179 Grand Street, NEW YORK.

Send 3-cent Stamp for Catalogue.

Under License from Pope Mfg. Co.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Seamed Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O.

B. KITTREDGE & CO.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to

GUMP BROS.

DAYTON, OHIO,

For large Illustrated Price List of New and Second-Hand Machines.

Second-hand Bicycles wanted.

ARAB CEMENT

For Fastening Rubber Tires.

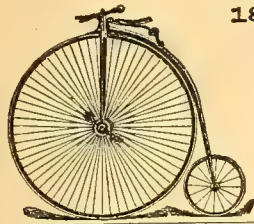
STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.



R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,

Importer of Various Kinds of

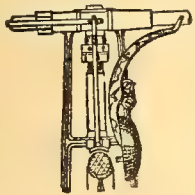
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten
per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

THE "AUTOMATIC" ALARM



Meets all the requirements
of the perfect bicycle-bell,
and gives complete satis-
faction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMEN-
TAL.

The alarm is sounded by
bringing a projecting roll
against the moving rubber
tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines
on which alarms are to be attached.

These alarms are finely finished and nickel-plated
all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made
that when it becomes slack it can be *asily* and *quickly*
tightened. No rider who values COMFORT can afford to
be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

JUST OUT.

The Wheelman's Song!

Words and Music by

JOHN FORD.

An original Bicycling Song and Chorus. The com-
poser has caught the *spirit* of bicycling and breaks
forth into song, at once spirited and melodious. The
chorus is especially effective.

The title page is tasteful and appropriate.

PRICE, 25 CENTS.

Published by H. B. HART, No. 811 Arch Street,

PHILADELPHIA.

Sent postpaid on receipt of price.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States,
Great Britain, and all other patent-
granting countries. Inventions relating to bicycles, tri-
cycles, and their accessories, a specialty. HENRY W.
WILLIAMS, 258 Washington street (opposite *Herald*
building.)

H. D. HEDGER, 8 Church street, Boston. Bicy-
cle Repairing, Nickel Plating and Painting a
Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat.
Made of brown canvas, lined. Gilt buttons on the
side. Sample pair sent, postpaid, for \$1.25. Agent for
Columbia. JOHN WILKINSON, manufacturer, 77
State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheap-
est, lightest, and most convenient thing of the kind.
May be put in pocket when not in use. By mail, seventy-
five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212
S. No. 12th street, Agency of the Pope Manufacturing
Co., for the Harvard Club, Premier, Yale, Challenge,
and all high-class bicycles. A splendid line of domestic
and imported Bicycles always in stock. Bicycles, and
Tricycles bought, sold, and exchanged. Full line of
Wheel Sundries kept in stock. Eastern rates met on
everything. Repairing and nickelling promptly done.
Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes
and Tobacco, or "El Luzon," and "Sunday Her-
ald" cigars are liked by connoisseurs. Ask your
grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guar-
anteed correct; fits any size wheel and can be tested
on any kind of road. H. S. LIVINGSTON, Cincinnati,
Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-
inch, with rubber tires; 34-inch to 42-inch, with
iron tires. Agents wanted in every part of the United
States. Write for catalogue and discounts. R. P.
GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 811 Arch street, Philadelphia,
Pa. American and English Bicycles, and a full
line of Second-hand Machines on hand. Send for price
lists.

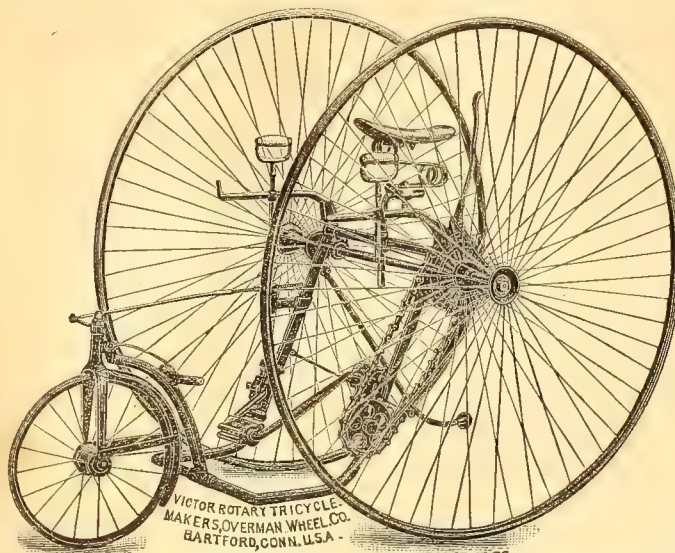
PHILIP T. DODGE, Attorney and Solicitor of
AMERICAN and FOREIGN PATENTS, Washing-
ton, D. C., 818 F street, facing Patent Office. Special
attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten
trousers at bottom; neat, strong, pliable, and every
way effective. Send four 3-cent stamps for sample pair.
For sale by all bicycle dealers or by the OVERMAN
WHEEL COMPANY, Hartford, Conn.

**WILMOT & ALDEN, DOUBLE FANCY
RIDERS.** Exhibitions given, including single
and double riding, and Indian club swinging. Challenge
the world in double riding. Care of Pope Manu-
facturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street,
Chicago, Ill., manufacturers of Bicycles, Tricycles,
Velocipedes, etc., etc. Send for illustrated catalogue
and price list.

**SPECIAL NUMBER OF "BICYCLING
World."** CONTENTS: Review of the year 1882;
The Constitution, Rules, Officers, Consuls, Committees,
etc., of the L. A. W., corrected to date of issue;
Rights of Bicycles, as shown by the decisions of the
Courts in special cases, and quotations from the Law
upon the subject. Prepared for the use of American
Wheelmen by the Committee on Rights and Privileges
of the L. A. W.; a full and complete list of clubs, with
officers, etc.; Racing Record of the year 1882, giving in
brief a summary of all the races that have occurred the
past year; tables showing the fastest record time in
America and England, amateur and professional, on bi-
cycle and tricycle; notable performances on the bicycle
and tricycle in America and England; Tips on Training,
gathered from Cortis, Hillier, Keen, Prince, and other
first-class authorities in America and England; Hints,
Suggestions, Tips, etc., on the choice and care of ma-
chine, riding, etc., selected from the best authorities.
Twenty-five cents per copy, postage prepaid; ten copies,
\$2.00. Subscribers to the WORLD can obtain copies for
twenty cents. We shall issue a supplement to the
special, 1 July, with corrections to date. E. C.
HODGES & CO., 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$150.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MA DE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

509 Tremont Street, Odd Fellows Hall.

SOLE NEW ENGLAND AGENTS FOR

THE SANSPAREIL ROADSTER,

Light Roadster and Racer, and

THE AMERICAN BICYCLE.

THE AMERICAN STAR,

A PERFECT SAFETY BICYCLE.

THE VICTOR ROTARY,

The First and Best American Tricycle.

A FULLE LINE OF SUNDRIES.

SEND 3-CENT STAMP FOR CATALOGUE.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 8 JUNE, 1883.

Volume VII.
Number 5.

BUSINESS and TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

BICYCLE AND TRICYCLE RACES

At Beacon Park, Saturday, 30 June, at 4 o'clock P. M., under the auspices of the Boston and Newton Bicycle Clubs. Races: 1 mile handicap bicycle; 3 mile scratch; 5 mile handicap; and 3 mile tricycle. Open to all amateurs. One mile club race, open to members of Newton Club only. Entrance fee, 50 cents. Entries made to C. L. Clark, 42 Bedford Street, Boston. Entries close for handicap 23 June; other races, 27 June. Entrance fee returnable to contestants covering the entire distance.



THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

— FACTORIES. —

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

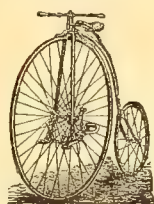
Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 15 Park Place and 12 Murray Street, New York.

For a Meet or Drill, every Club
requires a Flag.

Nickel-Plated Flagstaff, with Handle-
Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTHS' IDEAL BICYCLE

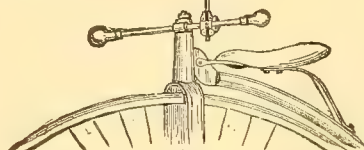
ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
licited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street - - CHICAGO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

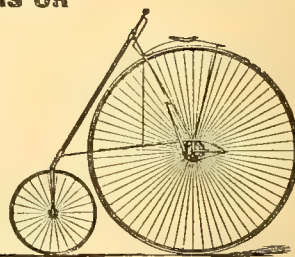
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



ENGLISH

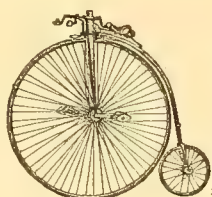
Bicycles and Tricycles,

American Sanspareil and
American,

Second-hand and Repairing.

Also Cable Fencing.

A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.



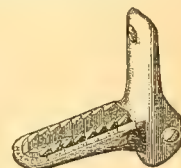
Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

HARWOOD'S SAFETY STEP



No. 4.

Is made in four styles, to fit any machine without drilling new holes in backbone. The bevelled teeth prevent tearing the clothing, and secure firm foot-hold in mounting. The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut represents the new style of No. 4 Step adopted by Stoddard, Lovering & Co. on the British Challenge. Price: Crocus-polished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - MASS;



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

—BY—

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:—

One year, in advance.....\$2.00
Six months.....1.00
Three months......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—

New England News Co., Franklin St., Boston.

W. C. Scribner, 1108 E St., Washington, D. C.

American News Co., 39 Chambers St., New York.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 77 State St., Chicago.

Garvey's B. Agency, 212 No. 12th St., St. Louis.

Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 8 JUNE, 1883.

CONTENTS

Editorial: A New Organization; Notes	53
Essex County Wheelmen	54
Manufacture: Columbia Pedal Slipper	55
Correspondence: A N. E. Association; Big Wheels; L. E. C. W.; Fault-Finding; Route to Andover; Long-Distance Record	55
Patents	56
New Jersey State Division	56
Currente Calamo	57
Racing News	58
Wheel Club Doings	58
C. T. C.	58
Notes, Queries, Etc.	59
Fixtures	59

A NEW ORGANIZATION.

A MOVEMENT is on foot for the formation of a New England wheel association which shall include all wheelmen in this section of the country. Those who favor it say that the L. A. W. gives its attention to the whole country and can do little for any particular section. They further say that while a State division may do good service in Massachusetts there can be no effective divisions in Maine or Vermont, and but small bodies in the other States of New England. In Massachusetts not one half the bicyclers are

League members. A New England association would find its work in a limited territory, and could do it with good effect; it would have frequent meets, races, etc., and would come nearer home to the people of this locality than the national body possibly can. The League of Essex County Wheelmen has done more good in that region than the L. A. W. could possibly accomplish. The new association will not be antagonistic to the League, but will travel along in harmony with it. The main idea underlying the whole movement is to unite the wheelmen of New England for active work in this section. We believe that such an association would be of great benefit, and would show great results. It would draw to its ranks many who now hold aloof from the League and unite them for the common good. All of its officials would be within reach and could work more effectively than they could if separated by long distances. Our readers will see at a glance what can be done by such an organization, and we predict that it will be the forerunner of many more such in different sections of the country. A meeting will be called at an early day.

It was our intention to issue a supplement to the special number at this time, giving, among other things, the constitution and rules of the L. A. W., as amended, but as the League Meet resulted in nothing in this regard we shall postpone the issue till affairs take definite shape. At the spring meeting of the officers several changes were made in the rules, which take effect 1 June. These provide for the formation of State divisions, the officers of which shall collect the League dues in their respective States and retain one half for the use of the division; other amendments provide for the details of the division work. Several amendments to the constitution are yet to be considered. One of these gives a representative to those States only that have fifty League members, and another allows State divisions only in States where there are twenty-five members.

THE New York men are exceedingly obliged to the "Official Organ" of the League for the generous assistance they have received in the columns of that paper. The many liberal notices and paragraphs of the approaching Meet have aroused an unprecedented amount of interest in the wheel world.—*The Wheel*.

THIS is sarcastic. The writer of the above was 'chairman' of the press committee, and it was his duty to supply the

press with information concerning the Meet; and yet, from first to last, our paper has not received a line from him. Taking advantage of his position, he gave to his own paper full particulars regarding hotels, their prices, etc., and we were forced to take it second hand. Our special correspondent was able to gather a few facts, which he sent to us, but, so far as the press committee is concerned, their work was confined to supplying the *Wheel* with particulars of the Meet, and studiously keeping the same from all other journals. Such is the character of the man who is the *corresponding secretary of the League*.

THE League Meet was a failure, so far as work upon the constitution and rules is concerned. Matters are now in a very mixed state, and should be adjusted at once. It has been proposed to call another convention, but this impracticable, and if a quorum could be obtained in any place the work done would be colored by the prejudices of the locality where the meeting was held. The only fair method is to take a mail vote on the various questions. Then every member of the League could be heard from, and the result would be most satisfactory.

A CERTAIN "well-known cross-country rider" wails forth his dismal complaint *vs.* wheelman as follows: "The bicyclist is the bane of the drivers' or riders' enjoyment. He always pops around the corner, creeps stealthily up behind you, or takes a tumble right under your horse's nose when you least expect it, and round goes your horse, and you are spilt, only to get up and bless the stony-staring innocent cause of it all."

Now this delightful *cross* (adjective, if you please) country rider cheerfully assumes that the awful wheelman is in his normal and invariable condition only when he is either popping, creeping, or tumbling in a most fantastic and disagreeable manner, which assumption is about as correct as the average cross rider or driver of the horse gets it.

DID it ever occur to these fascinating beings that they might be "banes" in their own spiteful and peculiar way? Be it said, to the credit of riders and drivers of horses generally, that this *cross* breed is getting to be more and more of a *rara avis* every day.

THE whirligig of time will, perhaps, turn the table on these cross gentlemen, and in the twentieth century we, no doubt, shall read in the dailies something of this sort: "The attempted revival of that antiquated and obsolete custom of using the horse as a means of draft and locomotion in some sections of the country is becoming a positive nuisance. 'Cyclists in Central Park complain bitterly, and we are pleased to note that the park commissioners have inaugurated vigorous warfare on the owners of these four-footed pests. *In re* this subject, the public will be pleased to learn that the cinder-path between this city (New York) and Boston is now complete, all the way, and parties now can leave here on their 'cycles, transact half a day's business, and reach home in time for a comfortable six o'clock dinner. Such is progress; who would have believed this possible in 1880."

Is history about to repeat itself? and is the country about to adopt again the potent blue laws of "Ye goode old days"? We think not, though we rather fear the pro-Gaelic tendency of our people to swing to extremes. We could moralize and prose on the reaction always attendant on too much *forced* morality, but our object is only to speak of the tempest in a teapot raised over Sunday riding (and also with an eye to giving our "worthy contemporary" in New York a chance to cry "Anglo-mania" at us).

WE have all the respect peculiar to the Anglo-Saxon for the Lord's day, and hence, with our pro-English proclivities bristling in all their defiance, we suggest that we are safe in following the lead of our cousins across the deep in the matter of Sunday riding.

Riders in the compact little islet ride with perfect freedom, always careful that such riding be not made obnoxious to those who desire quiet. Let us do likewise, and then we need not fear the moral or legal bearing of the case on ourselves and the non-'cycling community.

Now is the time to gravely and earnestly point out the shortcomings of the League,—to grimly arraign it for lack of activity and enterprise, but we have pity for the L. A. W. and brotherly love for our readers, hence we refrain.

It is well known that we have always unstintingly called upon our inexhaust-

ible fund of experience and wisdom to keep them in their gropings after light, and that we have aided in bringing it from puling infancy to vigorous youth.

MR. CHAS. E. PRATT'S reputation as a parliamentarian must have suffered considerably by his action at the general business meeting of the League. It is true that the Boston common council has a special rule which allows a motion to lie on the table to be debated ten minutes, but it is a special rule. In the United States House of Representatives such a motion is not debatable. Warrington's Manual says a motion to lay on the table "should be decided without debate." President Beckwith's first decision was the correct one, and we are sorry that he should have been induced to change it by Mr. Pratt's statement that it was the first time he had ever heard such a decision.

It would have been more honorable to have given THE BICYCLING WORLD an opportunity to make a bid for the official organship. It would have been courtesy to the paper which has for three years been the official organ without remuneration. That many members of the League share the feeling we have abundant proof, and friends are springing up in all parts and promising us their support. Mr. C. E. Hawley has resigned his office as representative and membership on account of this. If sharpness and unparliamentary proceedings are the only way to secure the passage of any measure, and the merits of the measure itself are not to be considered, the League can never hope for success.

Essex County Wheelmen.

AT the second annual meeting of the League of Essex County Wheelmen, held at Lynn, 30 May, 1883—

Records were read and approved.

The president appointed as committee on credentials, Messrs. Adams, of Haverhill; Chinn, of Marblehead; and Smith, of Ipswich.

Reports of the president, commander, secretary, treasurer, and executives were read and accepted.

The treasurer reported as receiving for one hundred and twenty-nine membership fees.....\$64 50

Disbursed as follows:—

Printing.....	\$41 60
Secretary's expenses....	12 00
Treasurer's ".....	4 35
Cash on hand.....	6 55
	\$64 50

The committee on rules and regulations, reporting in favor of amending Article IV. of the constitution by abolishing the office of commander, dividing the duties of the secretary between corresponding and recording secretaries, and making the quorum five instead of eight, as heretofore.

The report was accepted, and by a unanimous vote the constitution was so amended.

Proceeded to election of officers.

An informal ballot for president resulted as follows:—

Whole number of votes cast, 110; necessary to a choice, 56; M. D. Currier, of Lawrence, had 95; F. S. Winship, of Lynn, had 11; incomplete, 4.

Proceeded to nominate for other officers, as follows:—

Vice-president, F. S. Winship, Lynn; corresponding secretary, J. F. Adams, Haverhill; recording secretary, L. H. Cole, Beverly; G. F. Allen, Beverly; treasurer, George Chinn, Marblehead, F. P. Ingalls, Salem.

Mr. Ingalls declined nomination.

Voted, To proceed to ballot for officers all on one ticket.

Messrs. Pevear, of Lynn; Bixby, of Haverhill; Robson, of Salem; were appointed to collect, sort, and count votes.

While awaiting result of ballot, it was voted to proceed to election of executives, which resulted as follows:—

R. H. Robson, of Salem; Francis Cogswell, of Lawrence; William H. Pevear, of Lynn; Granger Whitney, of Beverly; P. H. Shirley, of Marblehead; Howard H. Gage, of Haverhill; G. L. Wright, of North Andover; F. E. Smith, of Ipswich; J. S. Webber, Jr., of Gloucester.

Committee reported result of ballot for officers, as follows:—

Whole number of votes cast, 88. President, M. D. Currier had 88; vice-president, F. S. Winship had 87, A. J. Philbrick had 1; corresponding secretary, J. F. Adams, had 87; recording secretary, L. H. Cole had 82, G. F. Allen had 6; treasurer, George Chinn had 88.

Voted, That the thanks of the visiting wheelmen be extended to the Star and Eagle Bicycle Clubs, of Lynn, for their courtesy and hospitality.

Meeting dissolved.

J. F. ADAMS, Sec.

NOTES.

ONE hundred and fifty-two men in line at the parade in Lynn.

THE Salem boys, under the lead of "Papa" Philbrick, took the cake as to numbers.

MESSRS. WALKER and Frank Faulkner kindly furnished the cakes and lemonade at their residence after parade.

THE Lawrence Bicycle Club turned out the largest number in uniform.

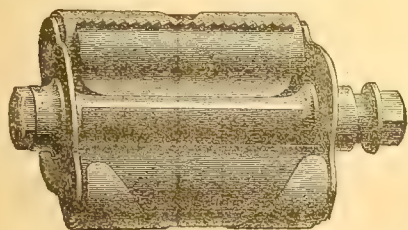
THAT Lynn policeman who stood guard over the wheels had his eyes open

only for calliopes. Cyclometers and alarums were of no account except to past and future owners.

VALIQUET did well on the dinner, but evidently had never fed a crowd of hungry bicyclers.

LYNN, we hold you in kindly remembrance.

MANUFACTURE.



THE COLUMBIA PEDAL SLIPPER.
J. S. MURRAY'S PATENT.

THIS invention is designed to fit the ordinary rubber pedal of either bicycle or tricycle, and convert it into a rat-trap pedal for racing purposes or wet weather. As will be seen by the above illustration, it consists of a thin and light piece of steel so curved as to fit around the rubber bar, the rat trap being formed by an extra piece riveted on the upper side, one edge pressing against the central spindle, the other being turned up and serrated. The inventor claims that this attachment gives the advantages of rat-trap teeth without the disadvantages of non-elasticity and jar found in an entirely metallic rat-trap pedal. It cannot come off when in use, preserves the balance of the pedal, and does not cause the sole to creep forwards or backwards. There are four pieces which comprise the set, though two pieces can be used to great advantage. In ordering it will be found necessary to send the size of the pedal rubber, that a good fit may be secured. The price of the set is \$2.00, and may be ordered of any of the principal dealers.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

A N. E. Association.*

Editor Bicycling World:—Is it not about time that action was taken for the formation of an association of the wheelmen of New England exclusively? The great bulk of 'cyclers are in this section, and will be for many years to come, if not always; because in no other part of the country are the various conditions so favorable for the existence and growth of our pastime. Our roads average the best in the country, and are constantly im-

proving through the wise foresight and liberal policy of our town authorities. Our highway laws are just and liberal, and are liberally construed for the benefit of all. The equal rights of bicyclers with other vehiculists are conceded by the latter, by the public, and by the law. There has never, from the first, been any prejudice against us on the part of the community or the authorities, but we have been received with favor and encouragement almost without exception. Barring an occasional foolishness on the part of some of the officials in the extreme rural districts (like Springfield county) we have no "rights of wheelmen" to protect, and all that we need an organization for is to arrange and systematize our privileges for the better information and convenience of touring and visiting wheelmen, and to promote social intercourse between both local and distant sections of our fraternity. Beyond these objects expense need not be incurred, and to secure these manifest advantages the light assessment necessary would be most cheerfully acceded to by all. As it is now, even under the new provision returning half the annual assessment to each State Division, New England is sustaining the larger part of the expenses of the League for the benefit of the rest, for which, needing nothing from the League, she gets no return. Of the probable fifteen thousand wheelmen in the country, to-day ten thousand are in New England, the farthest within eight hours' rail ride of its great metropolis, and two thirds within three hours' bicycling distance of Boston. Of this large number of wheelmen, about one tenth are members of clubs, and about one twentieth belong to the League. The small proportion of our wheelmen who join the League indicates that the rest do not personally feel any need of its protection or encouragement, rather than that they are ignorant of its existence or promised advantages; for I will venture to affirm that there is not one bicyclist in ten in intelligent New England who has not had both fully explained to him, and been urged repeatedly to join. We do not believe the Pope Manufacturing Company, which has furnished at least three fourths of the machines used in this country, has ever been so negligent of its own interests and duty as to allow one of its customers to receive a wheel without ample information of the extent, organization, and literature of bicycling. As a result of inquiry and observation, I am of the opinion that most of those in this section who annually renew membership in the League pay in their dollars with the conviction that it is an act of generosity prompted by fraternal feeling for those in less favored localities, or because their associates renew, while many renew reluctantly because club membership requires it. Increase the dues as proposed, and as the recent action of the annual meeting in relation to the official organ has rendered necessary, and I again venture to affirm that the League will muster not

over a thousand members next year. except by an unprecedented accession of new applicants. Take my own club, for instance, the Chelsea, which has about eighteen riders, all members of the League, in accordance with the rule of the club. They comprise a fair representation of the character and quality of the club wheelmen of Boston and its suburbs in relation to their social and financial status, and they now pay the League assessment with tolerable promptness and a sort of cheerful resignation, because the rules require it, but the moment the extra half dollar is assessed the rule will be rescinded, and I doubt that more than one or two will renew subscription to the national organization. And this is undoubtedly going to be the case with many more clubs. And yet the increased assessment has become necessary in order to enable the League to perform the work laid out for the benefit of the bicyclers scattered over thousands of miles of area outside of New England. In fact, while there is no actual necessity for a union of New England 'cyclers exclusively, the advantages of such an organization are many.

Our power as well as our numbers would be concentrated for influencing State, town, and railroad legislation for the promotion or strengthening of privileges; our central executive board and administration could be permanently located at Boston, as being the centre of the bicycling trade and the metropolis of bicycling, and being easily accessible to the great majority of 'cyclers, it ought; it would, also, make Boston or vicinity, as for the obvious reasons already mentioned it should be, the place for all the great meets, like Hampton Court in England; its concentration of membership and limited area would insure light expenses, and require but a comparatively small fee to meet them; committees could more easily and promptly meet for consultation; and, in addition to hundreds of other good reasons, a few executive officers would not get together from time to time in some place a thousand miles away from the great mass of wheelmen and decide to hold the annual meet in Colorado or Arizona in order to disarm the prejudices of the Piutes and Apaches against our noble pastime. Such an association need not interfere with the national organization, although entirely independent of it, any more than do those excellent organizations, the Ohio and Essex County Leagues, which have done and are doing such good and effective service already; in fact, the latter, as well as the Massachusetts Division of the L. A. W., could blend their accomplished and prospective labors to advantage in the larger association, which should not, I think, limit its protection or secure benefits to its members, either in transportation or hotel accommodations, but should generously extend them to all wheelmen alike, trusting to other attractions and advantages of association to retain and promote membership.

* This communication was received since our editorial was in type, and, being pertinent, we have concluded to publish it at once. — ED.

Now, what I would suggest is, that if this move is to be made, it be made at once. Let a call be issued by a number of the prominent 'cyclers from, say, Boston, Providence, Worcester, Springfield, Hartford, New Haven, Portland, Nashua, and Portsmouth, for a grand meet of the wheelmen of New England, in Boston, and, after forming a temporary organization for perfecting the association, devote the day, not to a street parade, but to various runs and excursions over the fine roads of the environs to such points of interest as different wheelmen or bodies of wheelmen may choose, each individual or body at his or its expense, and avoiding the trouble and imposition of a two or three dollar "banquet" (?) on any. And as it is generally difficult for many to attend such gatherings on business days, and as such a holiday as Fourth of July, on account of local celebration, is not desirable for a bicycle meet, I would suggest, as a compromise, Tuesday, the 3d of July as a good day, as the next day's attractions might make it desirable for many residing at a distance to arrange to take those in also. Why will not some of our wheelmen move at once in this matter?

W. E. GILMAN.

Big Wheels.

Editor Bicycling World:—I am not an advocate of big wheels, but I disagree with "Julius W." when he infers that low handles necessarily mean wheels too big for their riders. Having lately had considerable discussion with a friend who "cusses" dropped and cow-horn handle bars I have taken particular notice of high and low handles and the users thereof, and, as far as my observation goes, I find that the users of the dropped or low handles carry a straighter arm than the others, and that means, does it not, that they have greater ease and more power?

J. F. ADAMS.

HAVERHILL, MASS., 4 June, 1883.

L. E. C. W.

Editor Bicycling World:—Your correspondent who furnished you with the report of the business meeting of the L. E. C. W. says "an executive committee of one from each county club represented in the League" was appointed. This is a mistake. A place may have half a dozen clubs, but has only one executive. The League is not a club affair, and the executives are not necessarily club men. The constitution says there shall be one executive, no more or less, from each town or city in the county which is represented in the League.

Fraternally,

J. FRED ADAMS, *Cor. Sec.*

Fault-Finding.

Editor Bicycling World:—I happened to be present to-day when the chairman of the railroad committee opened his mail, and seeing the amount of labor this question of free transportation involves, the letter of "A League

Member" struck me as being rather unjust to Mr. Ayers. Very few know how much time is required to attend to it. Mr. Ayers has labored faithfully for the interests of all bicyclers, and now the first mention of his work is an expression of disgust instead of praise, as it should be. I know Mr. Ayers will deeply regret the fact that "A League Member" has been obliged to lose a quarter, and so do we all. I sincerely hope that "A League Member's" letter will not be noticed by Mr. Ayers, for he has enough to annoy him without letters of that description.

Yours, very truly,

JEVY.

Route to Andover.

Editor Bicycling World:—Last autumn descriptions of three different routes to Andover, Mass., were sent, but, for a change, perhaps you and your readers would like to hear about a fourth way which, tho' a fū mils longer, is thoht esier. The usual rōds—Beacon, Brighton avenue, Harvard, Cambridge, North Harvard, to Harvard square, North Avenue, across (right) to Elm, Harvard, Main, into Medford. From here a run can be mād along Riverside avenue to the "old fort," in front of which the wheelman can wonder what might have been his fāt in 1634, to have a shot fired at him from one of the loop-hōls, or captured as the owner of sum infernal "machine," or satanic devis. Roll bac a fū rōds to the first street on the right hand, follow it to Salem street, and "right wheel" into Malden. The most direct way, if one likes to be bounst over pavements, would be thru the city to the Warren street bridge, thru Charlestown to and over Malden bridge (out of Sullivan square), bearing around, after a mil or two, to the left into Malden. Still another start could be mād by way of Beacon, Brighton avenue, right, over Brookline bridge, Brookline (or Chestnut and Magazine) to Main; left, to Prospect on right; Washington and Cambridge to Malden bridge. In Malden, take Main street and follow it—a nearly straight rōd—thru Melrose to Wakefield. In the senter of Wakefield keep to left of comon, take first left-hand rōd; then first main, right hand, by large ice-houses, to Reading. Here take the Andover turnpike for the last eight mils. From North Reading the usual five mils of sand, but practis is making it esier to rid; and when one nōs when to take the right hand of the rōd, when the left, and when to plow thru the midl—to say nothing of when to take breth and when to kick hard up sandy hils—then, with wind favoring, these five mils might be ridn without leaving the sadl—provided the wheel should not stop on a "ded senter" and grin at you, and it should not for once be upermost and rid you whil trying to plow thru sand curverd with thin, desepativ turf, and if and if, as all of us can imagin. A plezant and esy jaunt for half a day would be to take this trip by way of Medford, as far as North Reading; then bac on the

Andover turnpike to Stoneham, whence around Spot pond as describd in the WORLD, last fall, forty mils. To Andover, as describd, by way of Medford, twenty-nine mils by cyclometer. The way by Malden, Melrose, and Wakefield is more level than around Spot pond, but not as picturesqu; but by going one rōd and cuming bac by the other the best rōds and the best scenery can be enjoyed.

WHEEL-ER.

Long Distance Record.

Editor Bicycling World:—In the May number of the *Wheelman*, the editor, in reply to the question, "What is the longest distance that has been made on American roads in one day," says, "The record of Thomas Midgley, of Worcester, who made one hundred and seventy-nine miles on an Expert Columbia has not been surpassed, though only the lateness of the season when this run was accomplished prevented that distance being exceeded." It is refreshing to see the coolness with which a back seat is thus given to the man who at the time of writing the article fairly held the long-distance road record of America. Did it not occur to the editor that the length of daylight in the twenty-four hours was rapidly decreasing from the time of the run of the Boston Club down through that of the Buckeye-Champion City-Massachusetts-Ramblers-Rockingham-Æolus-Tremont and Æolus again when Mr. Midgley's record was made. No, no, Mr. *Wheelman*, it was not because of the lateness of the season that the record stood over the winter. It was simply, because Mr. Midgley could ride the farthest, simply this and nothing more. There is one point in regard to this ride which seems to have made an impression on the editor which will probably receive no disparagement at his hands, and that is, that the rider was mounted on an Expert.

ÆOLUS.

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for the WORLD by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 277,974. Two-speed gear for tricycles, etc. Wendell P. Anthony, Providence, R. I. Constructed to utilize the same chain both in gearing for "speed" and "power," either of which may be done by the shifting of a lever.

No. 278,560. Bicycle saddle. Thomas J. Kirkpatrick, Springfield, Ohio. A saddle-frame, with a forked forward end extending in front of the head, and provided with a seat suspended from the forward and rear ends of the frame so as to produce an elastic surface near the head of the machine.

New Jersey State Division.

ON Decoration Day, in response to a call issued by Chief Consul L. H. John-

son, a meeting of the New Jersey members of the L. A. W. was held in Orange for the purpose of forming a State Division. At half-past ten in the morning many of the wheelmen, who had assembled on the common, started on a run through the Oranges, the line being formed as follows:—

Essex Club, ten members; Hackensack, forty-one; Plainfield, six, Orange Wanderers, thirty-one; Brunswick, two; Æolus of Paterson, four; Elizabeth, four; Hudson County Wheelmen, of Hoboken, two; unattached, five. After a run of eight and one half miles the bicyclers returned to the Mansion House, where dinner was served.

At two o'clock a meeting was held and a State Division was organized, with a membership of eighty. Mr. Harold Serrell, of Plainfield, was elected division secretary, Mr. C. D. Snedeker, of New Brunswick, division treasurer. An executive committee was also elected, consisting of Llewellyn H. Johnson, chairman, the other two gentlemen above named, and Representative H. C. Douglass, of Newark. It was decided to hold semi-annual meetings in the spring and fall, and the yearly fee was placed at one dollar. Bicyclers, residents of New Jersey, desirous of becoming members of the State Division, are requested to send their names, accompanied by the above amount, to the division secretary. The visiting wheelmen expressed great pleasure in riding over the Orange roads, and pronounced them the finest in the State.

CURRENTS CALAMO

The *Budget* has established a wheel column.

MR. WM. E. GILMAN toured to Worcester last Saturday and spent Sunday with the wheelmen of that place.

OUR New York contemporary urges very strongly that we should follow England in the matter of its race-track standard, but advocates action on the amateur question which will drive every Englishman out of the League.

TREASURER GILMAN has our thanks for an advance copy of his report.

WHO will take the white elephant next year? New York has had her fill.

MR. BASSETT, of the Chelsea Tricycle Club, has made an attachment for carrying a child on a Victor tricycle. It consists of an L-shaped flat bar of steel which drops down below the saddle and extends backwards. On to this is clasped a tricycle seat from which depends an iron loop which forms a foot-rest for the child. The bar has at the upper end a boss through which the seat-post goes, and it is held firm by a set screw. The bar is sufficiently elastic to make a comfortable seat.

"Two members of the club (Massachusetts), Messrs. E. W. Pope and W. S. Slocum, with C. E. Pratt, Esq., of the Boston Club, took the first bicycle excursion in America, spending three days upon the road, 13, 14, and 15 August, 1879."—A. S. Parsons, in *Wheelman*.

IN July, 1879, Wm. E. Gilman, of Chelsea, and Darius Hadley, of Everett, toured through the White Mountain region, spending three weeks on the trip. See *WORLD*, Vol. 1, page 274.

THE old idea of an organ has been abandoned by

general consent—consent of the politician, who has learned that organs do more harm than good; consent of the editor, who sees that organship is fatal to all excellence and influence in a newspaper; and consent of the reading public, who have been educated out of valuing a paper the exact phraseology of whose utterances they can bet upon with safety before they open it. The day of the organ has gone by. The successful and influential paper of to-day is the paper which is able to establish a reputation for candor, honesty, fair dealing, and self-respect with the people.—*Albany Journal*.

THE price of the Victor Rotary tricycle has been advanced to \$160.

MESSRS. GARDNER and Biebing, of St. Louis, were recently stopped on the highway, while on their wheels, by John Bardenhajer, in a buggy, who pointed a pistol at them with the remark: "Move another inch and off goes your head. I have had my arm broken once by one of your infernal machines frightening my horse, and I be—if I am going to get hurt again." The wheelmen did not move, but when they got home they told a policeman to move after John. John will answer in court for his little diversion.

THE New England fair goes to Manchester this season, and we suppose the annual tournament at Worcester will not take place. The Manchester wheelmen will now have a chance to entertain the racers.

A. J. WILSON, of England, has settled the comparative merits of the "Otto" and the tricycle by easily beating a rider of the former on an Imperial Club.

THOSE who go to Ocean Spray this summer will find some fine wheeling to and around the place.

THE League is in the hands of the New York wheelmen this year. We hope they will use it for the benefit of the wheel interest in that city, for if public sentiment is against the bicycle anywhere, the place is Manhattan. If our brothers can use the L. A. W. to pry open the park and to convince drivers and countrymen that the wheelman has rights, it will be of great benefit.

HENDEE is now the undoubted champion.

STALL now rides a Star. He will soon show the boys what can be done on the "Yankee Comet."

WE hope to see every wheelman in the vicinity of Boston at the meeting of the Massachusetts Division, on Wednesday night next. Many will come from a distance, and the local riders should not be absent.

THERE will be a general meeting of the Massachusetts Division membership, Wednesday evening, 13 June, at eight o'clock, at the headquarters, New Marlboro' Hotel, Boston. The business to receive attention at this meeting will be the adoption of by-laws, election of officers, and appointment of committees. There will also be brought up for your consideration and action the following subjects: Appointment of a railroad committee; an annual meet; an annual race meet; appointment of racing committee; establishment of State championships. The importance of this meeting is evident, and all are requested to make earnest effort to be present.

THE second number of the *Wheelman's Gazette* is as bright and sparkling as the first. It will be a welcome visitor to wheelmen during the coming summer, and since it goes to every known bicyclist its influence will be very large.

THOMPSON, of New York, wears a gold bracelet when in racing costume. Some fair charmer's property, we presume.

WONDER how long it will be before Pitman can cover his back as well as his front with medals.

WORCESTER thinks she has a half-dozen riders who can climb Corey Hill.

THE question is often asked, "Can a tricycle go as fast as a bicycle?" We can now answer, "Sometimes." After the Harvard races at Beacon Park, a party of bikers and trikers started for Boston, and W. W. Stall on a Victor Rotary tricycle led the party and reached home first. It depends upon the man who does the shoving.

DID Chicago retaliate by sending no men to the Meet? New York was conspicuous by its absence at Chicago, and *vice versa*.

WE have seen the silver cup offered by Forepaugh to "local bicycle riders," but we have not heard that it was competed for nor that wheelmen were given a chance to do so.

IT is reported that Springfield has passed an ordinance requiring all wheelmen to carry a constantly ringing bell.

THERE was quite a falling off in the attendance at the Hampton Court meet. Several large and influential clubs were absent.

WE have forwarded to the official organ letters from E. R. Shipton and Henry Sturme, resigning membership and office in the League.

MR. VARLEY, of Glasgow, has been elected president of the C. T. C.

WOODSIDE, Morgan, and Samuel A. Miles desire to tender their hearty thanks to the wheelmen of Chicago, and more particularly to Messrs. J. O. Blake and L. W. Conkling, for the many kindnesses shown them during their recent visit to that city.

IF the manufacturers would make an arrangement for locking the steering gear of tricycles it would make the work of pushing up hills easier, and allow the rider to remove his hand from the handle at times when a straight course was practicable.

DR. G. F. HARWOOD, of Worcester, inventor of the Harwood Safety Step, has left at our office a beautiful nickel-plated stand, showing the step in its several forms. Wheelmen are invited to call and examine the same.

"RUEDA" writes: "Homeward bound. Stopped at Salt Lake City a day or two, to visit friends, and had the pleasure of meeting Mr. Davis, the president of the Salt Lake Bicycle Club, and a number of

its members. The club seems very active and wide awake; I had a very pleasant ride on a wheel that was kindly loaned me, in company with the club, and was shown its new track, partly constructed, especially for bicycle racing. I could not make much impression on the club as to joining the L. A. W."

THE Wyman Institute in Alton, Ill., has twenty-eight wheelmen. At first the professors of the institution made a serious objection to knee breeches, a very necessary part of a wheelman's apparel, but now they have issued a request for all students, whether bicyclers or not, to wear them. — *Cincinnati Times-Star*.

IN the House of Commons the chancellor of the exchequer, speaking in reference to the inland revenue bill, said that bicycles would escape taxation.

WE have heard of several timid men who have, by the threats of a manufacturer, been deterred from going forward with their inventions, and some really useful appliances, as we believe them to be, are kept back by the system of terrorizing which has been adopted towards them. — *Tricycling Journal*.

These remarks are not inapplicable to the state of things here.

LAMPLUGH and Brown, of saddle fame, have produced a flannel money belt with waterproof pockets for cash, etc. This will be appreciated by 'cyclers who have had their money wet with perspiration.

IT is said that the South London Tricycle Club is to have a fifty-mile road race confined solely to lady members.

ALFRED NIXON won the 100-mile road race of the London Tricycle Club in 10h. 46m.

EVERY one should be on hand to witness and take part in the Newton Club's antique and horrible parade, 4 July.

THE Boston and Newton Club races on the 30th promises to be very interesting. Blackwell, of the Newtons, contemplates entering on his star.

WE have received the Tricyclist's Indispensable for 1883, of which we will speak later.

RACING NEWS

NEW YORK, 2 JUNE. — The championship races of the N. A. A. A. and the L. A. W. were held at Mott Haven, on the grounds of the New York Athletic Club, Saturday, 2 June. The bicycle contests were interesting. A close spin of a mile was won by George M. Hendee, of the Springfield Bicycle Club. His only competitor was Roland G. Rood, of the Ixion Bicycle Club. Rood led till the last quarter, when Hendee wheeled past him and won in 3m. 36½s. The two-mile race was a pretty spin, in which Hendee, Charles A. Reed, of the New York Athletic Club, and W. R. Pitman, of the Ixion Bicycle Club, were the contestants. Hendee was the last to get his machine under way, but he soon took second place, and in next to the last round came to the front. He

won in 6m. 47½s., defeating Reed by about forty yards. Rood, Reed, and E. A. Thomson, of the Manhattan Athletic Club, were in the five-mile spin. Thomson came to the scratch with a gold bracelet on his right arm, and was hailed as a dude. He showed, however, that he was of good mettle, and won the applause of the ladies. It was round and round, with Rood leading, Thomson second, and Reed last, till about the middle of the race, when Thomson took a header and Reed ran afoul of him. Both bicycles were wrecked. Another machine was brought out and Reed mounted it. Thomson had run down to the finish to claim a foul, but when he saw Reed again in the race, he ran back to the scene of the wreck, and started after Reed on a fresh machine. Reed was then a lap and a half ahead of him, but by plucky riding Thomson made up nearly half of his whole distance between them. Reed won the race in 17m. 57½s.

THE fifteenth annual spring games (invitation meeting) of the New York Athletic Club take place Saturday, 9 June, at 4 P. M. The programme includes a one and three-mile bicycle handicap.

THE sixth race for the twenty-five mile championship was decided on the Leicestershire Cricket Grounds, England, 12 May. The first race for the belt (value, £25), together with £25 added money, was decided about twelve months since, James, of Birmingham, winning after two dead heats with Wood, of Leicester. On 5 August Howell secured the belt, but on the 23d Wood won the race by scarcely a yard. For this event the following started: F. De Civry, Paris (fifty mile champion); F. Wood, Leicester (twenty-five mile champion); R. Howell, Wolverhampton (ten and twenty-mile champion); F. Lee, Sheffield (one hundred-mile champion); C. R. Garrard, Uxbridge (Anglo-French champion); W. Crutchley, Wolverhampton; R. James, Birmingham; H. O. Duncan, Drayton; W. Tyre, Newcastle; and G. Edlin, Leicester. About 3,000 spectators witnessed the race. The weather was dull, and a strong wind was blowing. The start was made about half-past six o'clock. Tyre went off with the lead, the others in close attendance. At the end of the half mile the Frenchman went to the front. On the fourth mile Crutchley retired, and on the seventh Edlin dropped out. On the tenth mile James had the lead, the time being 33m. 19s. On the sixteenth mile Garrard gave up. The order in the twentieth mile, which was completed in 1h. 7m. 42s., was as follows; James, De Civry, Wood, Lees, Howell, Duncan, and Tyre. No material change took place until two laps from home, when Howell, who was fourth, put on a spurt and got on equal terms with De Civry and Wood, and eventually won the race, amid great excitement, by six yards, in 1h. 24m. 16½s. Wood second.

At Belgrave Road Grounds, 15 May, M. J. Lowndes, of Coventry, defeated Frank Moore and C. D. Vesey in a ten-mile tricycle race, and took all the records for the ten miles. Lowndes rode a Coventry Rotary, and his time was as follows: 1m., 3.11; 2m., 6.28; 3m., 9.49; 4m., 13.12; 5m., 16.24½; 6m., 20.17; 7m., 23.43; 8m., 27.25½; 9m., 30.47; 10m., 34.03. The machine ridden by Lowndes was geared up to 65½, and weighed forty-five pounds. Moore (2), 36 51½; Vesey (3), 36.59½.

WHEEL CLUB DOINGS

THE Buffalo (N. Y.) Club are trying to arrange with the Driving Park Association for the construction of a quarter-mile cinder-path.

THE Cincinnati Club's new uniform is very neat and becoming.

THE Bostons ran to Cobb's Sunday.

WE could not but admire the independent stand of the delegates of the Massachusetts and Boston Ramblers at the general business meeting of the League.

THE American Star Bicycle Club will dedicate its new club rooms, 259 South Third street, Philadelphia, Pa., on Thursday evening, 28 June. We regret our inability to accept its cordial invitation to be present.

THE Canadian Wheelmen's Association, formed last September, is growing into a vigorous life. It numbers one hundred and fifty, and by 2 July it hopes to have three hundred. On that day the first annual meet will be held in London, Ontario. The constitution will be amended. Races will be held for championships of the Dominion of Canada, one mile, best two in three heats, and five miles straightaway.

THE Massachusetts Club report a glorious time in New York. They turned out thirty men in the parade, the largest number of any club outside New York, and twenty-six men at the banquet. On Tuesday afternoon they were taken in charge by the Citizens' Club, and treated to a run to High Bridge; and on Wednesday they rode under the same leadership to Yonkers and beyond, "making a day of it." The hill from Yonkers, north, they report as worse than Milton Hill, but it was conquered in true Massachusetts style, the dinner, ditto. They are in a state of calm satisfaction over the New York *Tribune* report of the parade, which stated, after a description of the uniform, that it was "altogether the smartest-appearing club in the line."

CYCLISTS' TOURING CLUB

Applications for Membership.

C. E. HAWLEY, 1814 Jefferson Place, Washington, D. C.; F. J. Schwartz, 179 Mansion street, Poughkeepsie, N. Y.; Chas. C. Tyor, 914 14th street, Washington, D. C.; Herbert S. Owen, general land office, Washington, D. C.; L. B. Barton, 34 W. 54th street, New York city; Austin L. Esterbrook, 312 W. 59th street, New York city; Geo. P. Davis, Walnut Street House, Cincinnati, Ohio; Fred. T. Sholes, 402 No. Perry street, Cleveland, Ohio; J. P. McCune, 337 E. Broad street, Columbus, Ohio.

THE HANDBOOK. — Members can now obtain the new handbook for 1883 by sending application and P. O. order for thirty cents to E. R. Shipton, Esq., secretary C. T. C., 140 Fleet street, London, England. The chief consul hopes in the course of a month or so to have a supply of these books on hand, which he will then furnish to members at the same price.

THE HARROGATE MEET. — The seventh annual north of England Meet of the Cyclist Touring Club at Harrogate will be held on Monday, 6 August next. Every American member now travelling in Europe should make it a point to attend. The last steamship available for the Meet will be the "Cephalonia" (Cunard line) sailing from Boston 21 July next. The C. C. has arranged that club members only can obtain through him first cabin return tickets on this or any previous Cunard steamer at the rate of \$144.

Transportation.

The Buffalo, New York and Philadelphia Railroad Company have issued the following:—

CIRCULAR No. 22.

To Baggage Masters, all Divisions:

You will pass bicycles free in baggage car, when accompanied by owner, and upon presentation of first-class ticket.

WM. S. BALDWIN, G. P. A.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

GEO. H. STRONG & H. C. FINKLER, San Francisco, Cal.—Thanks for plates. They are very nice, and show that the Oakland Club know how to enjoy themselves.

SOUTHERN TIER.—Thanks for letter. It was received too late for last week.

S. HATHAWAY.—We think it is a very good and serviceable machine, and compares favorably with the one you mention.

E. C. D., JR.—Thanks for letter. We appreciate your kindness.

F. C. HAND.—Thanks. Have done as you requested.

J. W. A.—Address of paper changed. If you will write to the new official organ of the League your query will, doubtless, be answered satisfactorily.

H. S. BENEDICT.—Thanks for clipping.

J. B. HASKELL, Columbia, S. C.—Your letter received. Have mailed as requested. 1. As we have not tried a double-driving convertible we cannot say that the Coventry is the best. 2. We do not regard it as the best single machine, though it possesses advantages in single form. 3. A double-driving balance-geared sociable would be preferable. Try a Premier. 4. Our experience with sociables has been limited, but we have studied carefully all the arguments in favor of one or the other. See answer 3. above. 5. It is undoubtedly safe; rocks when going at speed as any single double-driver must. Is a fair hill-climber, but not as good as a machine fitted with balance gear. 6. We do not know the grade of Milton or Codman hills. They are, however, a good pull for an ordinary bicycle. We have ridden both on a central-geared 48-inch Coventry Rotary.

FIXTURES

Friday, 8 June:

Moorestown, N. J., races.

Saturday, 9 June:

Champion City Club go into camp.

Cincinnati Wanderers, annual run and banquet.

Newton Club, Trinity square, 4 P. M., to South Natick.

Boston Club, 3 P. M., to Quincy.

Races of N. Y. A. C. at New York.

Sunday, 10 June:

Laramie Bicycle Club, run to Steamboat Lake and City of Rocks.

Boston Ramblers, to Lexington, dine at Massachusetts House.

Boston Club, rendezvous at Bailey's, South Natick, 12 M., return via Needham.

Monday, 11 June:

Capital Club, Washington, D. C., fourth annual races, first day.

Tuesday, 12 June:

Citizens' Club, annual meeting.

Capital Club races, second day.

Saturday, 16 June:

Spring games Manhattan A. C., N. Y., two-mile bicycle race. Entries to L. E. Myers; close 9 June.

Newton Club, Trinity square, 3:30 P. M., to Cobb's.

Sunday, 17 June:

Boston Ramblers, 9 A. M., to Gloucester, dine at Salem.

Boston Club, Cobb's to dinner, return 3 P. M.

Editor Bicycling World:—Please say to those wheelmen who have kindly sent for "Western Adventures of a Bicycle Tourist" that a misfortune has delayed the publication of my little book, which I expected to have out by time first notice appeared in *BICYCLING WORLD*; but I have now started in the newspaper business, and will print the article as a serial in my sheet, and send to all "Western Adventures" subscribers till said article is finished. Should any who have subscribed object to this change their money will be refunded if they will notify me by postal card at Ashmore, Ill. Those who have not yet subscribed, who

would like to read the article, can procure the paper till end of same for twenty cents.

Fraternally,
WILL. ROSE, *Editor Toothy Pick.*

Sept. 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling; and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of *BICYCLING WORLD*, and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies free to every wheelman.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars address

THE SPRINGFIELD BICYCLE CLUB,
Springfield, Mass.

HENEY E. DUCKER, *Pres.*

A. L. FENNESSY, *Sec.*

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 58-inch H. F. Harvard, style A, in fine condition, has been run one season by an old rider and never had a fall; price, \$70. One 52-inch Columbia bicycle, nickel-plated, has been used but little; price, \$50; can be seen at the Cunningham Company, corner Tremont and Berkeley, or address D. D. NEVINS, Attleboro, Mass.

FOR SALE.—A 55-inch Royal Mail, racer, one of the best racing machines ever imported; cost \$150; will sell for \$115. A 55-inch light roadster, Yale, in first-class condition, \$115. A 48-inch central-geared Coventry Rotary tricycle, \$150. Address, J. S. DEAN, this office.

FOR SALE.—A 50-inch Standard Columbia bicycle; in first-class condition; has been ridden but one season; price, \$50; will send C. O. D. Address, E. S. WHITE, Olean, N. Y.

FOR SALE.—A 54-inch Standard Columbia bicycle; full nickeled; ball bearings; used only two months; in good working order and as good as new. Will be sold cheap. Address or telegraph to AUGUST RINTELMAN, Milwaukee, Wis.

FOR SALE.—One 50-inch Harvard; balls to both wheels; nickeled; rubber handles; good order; \$95.00. Two 54-inch Harvards; balls to both wheels; nickeled; perfect order; rubber handles, and bell on one of them; \$105 each. E. N. BOWEN, Fredonia, N. Y.

WANTED.—A 48-inch Standard or Expert. Give full description, and address C. W. H., Box 393, Stamford, Conn.

THE SPRINGFIELD Bicycle Tournament,

AT

SPRINGFIELD, MASS.,

Sept. 18, 19, 20,

Under the management of the

SPRINGFIELD BICYCLE CLUB.

Prizes amounting in the aggregate
to over

\$6,000,

Including the

\$1,000 POPE CUP

And the

\$500 OVERMAN TRICYCLE.

You cannot afford to miss it. For particulars, address

A. L. FENNESSY,

P. O. Box 1019.

Secretary.

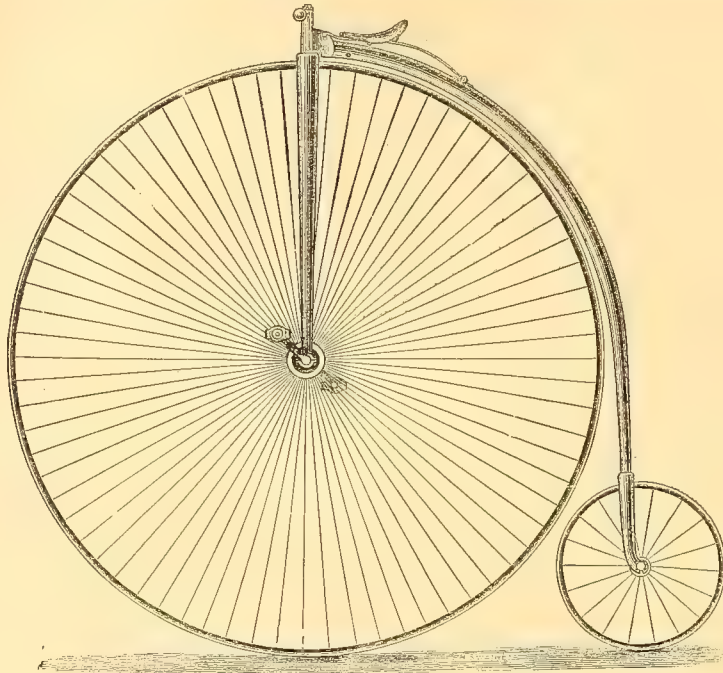
WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmy's Bicyclists' Indispensable.....	\$0.55
" Tricyclists' .....	.60
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A. B. C. of Bicycling .....	.12
Lyra Bicyclen, Poetry.....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicycler, 1879 .....	.35
"Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets..	.50
Common-Sense Binders for WORLD	1.00

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

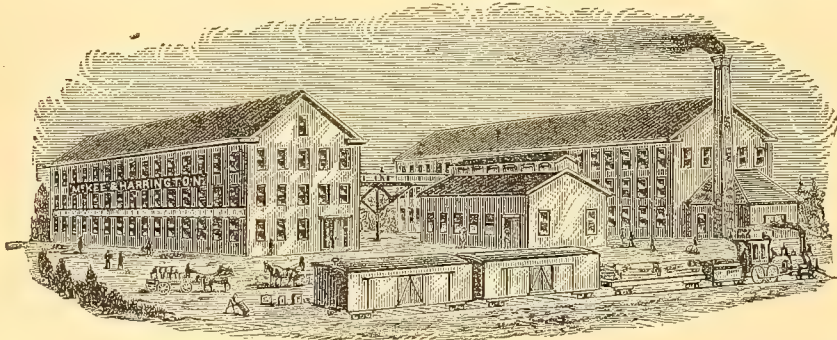
HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.



REDUCTION IN PRICE.

THE UNION BICYCLE,

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch \$81.

McKEE & HARRINGTON,

173, 175, 177, 179 Grand Street, NEW YORK.

Send 3-cent Stamp for Catalogue.

Under License from Pope Mfg. Co.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Seamed Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O.

B. KITTREDGE & CO.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
DAYTON, OHIO,

For large Illustrated Price List of
New and Second-Hand Machines.

Second-hand Bicycles wanted.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

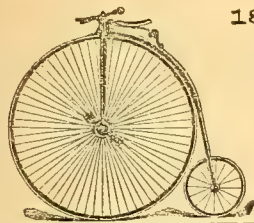
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



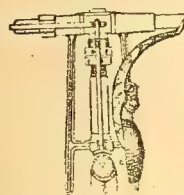
Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knapsacks,
M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE:
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.



Patented in England and the United States.

BURLEY'S**ADJUSTABLE SKELETON SADDLE,**

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

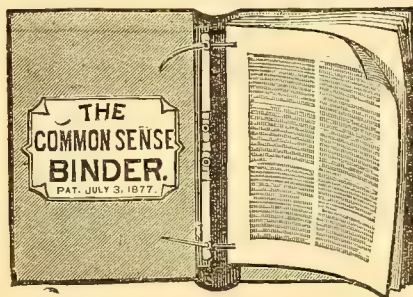
Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.



Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

MISCELLANEOUS.

*line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212 No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

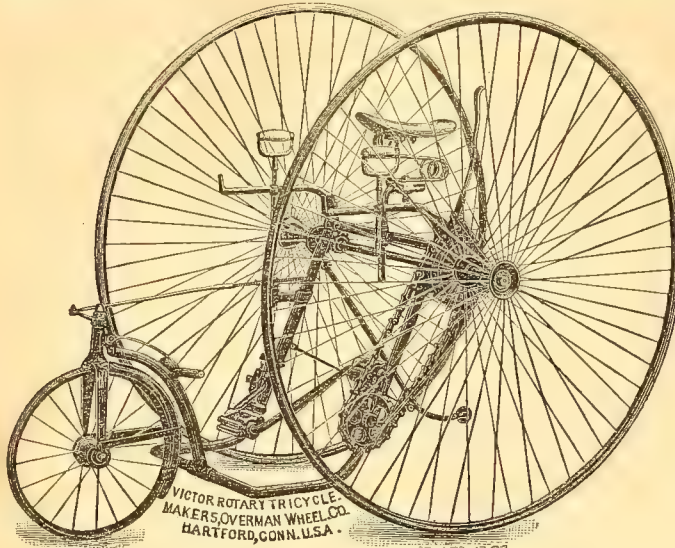
PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

WILMOT & ALDEN. DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Curtis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

Licensed by the Pope Manufacturing Co.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH. Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED. Every part on copper, except felloes, which are painted and striped as above. . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers. Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

509 Tremont Street, Odd Fellows Hall.

SOLE NEW ENGLAND AGENTS FOR

THE SANSPAREIL ROADSTER,

Light Roadster and Racer, and

THE AMERICAN BICYCLE.

THE AMERICAN STAR,

A PERFECT SAFETY BICYCLE.

THE VICTOR ROTARY,

The First and Best American Tricycle.

A FULLE LINE OF SUNDRIES.

SEND 3-CENT STAMP FOR CATALOGUE.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 15 JUNE, 1883.

Volume VII.
Number 6.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

BICYCLE AND TRICYCLE RACES

At Beacon Park, Saturday, 30 June, at 4 o'clock P. M., under the auspices of the Boston and Newton Bicycle Clubs. Races: 1 mile handicap bicycle; 3 mile scratch; 5 mile handicap; and 3 mile tricycle. Open to all amateurs. One mile club race, open to members of Newton Club only. Entrance fee, 50 cents. Entries made to C. L. Clark, 42 Bedford Street, Boston. Entries close for handicap 23 June; other races, 27 June. Entrance fee returnable to contestants covering the entire distance.



THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries, and Fittings, of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

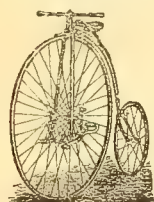
Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 15 Park Place and 12 Murray Street, New York.

For a Meet or Drill, every Club
requires a Flag.

Nickel-Plated Flagstaff, with Handle-
Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTH'S IDEAL BICYCLE

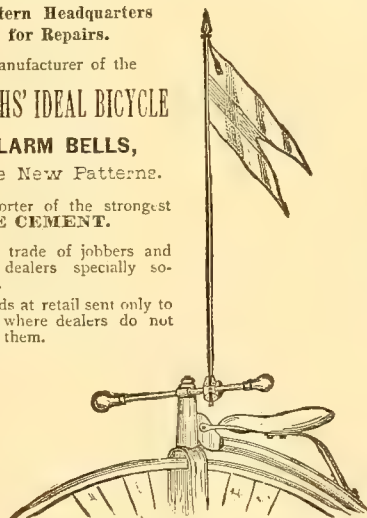
ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
lited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street - - CHICAGO.

THE AMERICAN STAR BICYCLE.

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
OTHER DANGEROUS FALLS.**

The means of propulsion insure a continuous motion without dead
centres, a requisite condition for both speed and power.

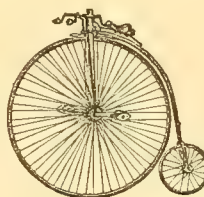
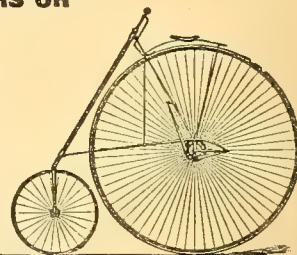
The new flat-seated tires are a great improvement, and the new
square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control,
driving leverage, ease of motion, and coasting, the Star leads all
Bicycles; while its positive action, quickness in steering, and economy
in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every
machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



ENGLISH
Bicycles and Tricycles,

American Sanspareil and
American,
Second-hand and Repairing.
Also Cable Fencing.

A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.

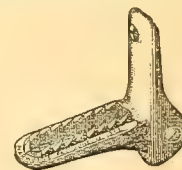
Exact Size.



WHEELMEN'S LEAGUE BADGES of
the New Design. Handsome Solid
Gold Pins, garnet stone centres
\$3.50 and \$5.00 each. The same
with extra finished settings, \$7.00
and \$8.00 each. Best finish with
small DIAMONDS, \$15 to \$25 and up-
wards. The design also mounted
as watch charms, sleeve buttons,
etc. all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or
P. O. order for the style desired, will receive immediate
attention. Address C. H. JANSON, Portland, Me.

HARWOOD'S SAFETY STEP



N^o 4.

Is made in four styles, to fit any machine without
drilling new holes in backbone. The bevelled teeth
prevent tearing the clothing, and secure firm foot-hold
in mounting. The Safety Flange prevents cutting the
leg in case of a misstep or fall. The cut represents the
new style of No. 4 Step adopted by Stoddard, Lovering
& Co. on the British Challenge. Price: Crocus-pol-
ished, 75c; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - MASS.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

H. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 15 JUNE, 1883.

CONTENTS

Editorial: Accomplished; Notes; 65 Correspondence: A Correct Statement; 65 Facile or Star; Dangers of Bicycle Riding; Notes on Amendments; A. N. E. Association	66
L. A. W.	67
Racing News	67
Reminiscences by Ursus	68
A Century Run	69
Currente Calamo	69
Wheel Club Doings	70
C. F. C.	70
Notes, Queries, Etc.	71
Fixtures	71

ACCOMPLISHED.

As we anticipated, the recent Meet in New York City, coming at a time when the public was inclined to look with favor upon the wheelmen and respect their rights, has led the commissioners to open the gates of Central Park, as we learn by the following telegram from B. G. Sanford: "The park commissioners have, under certain restrictions and a special permit, opened the west side drive in Central Park to the wheelmen of New York City. Congratulate us."

We do congratulate them; we do more than that, we commend the 'cyclers of

Gotham for the pertinacity with which they have fought and struggled for their undoubted rights. It seems only a question of time when the whole of Central Park will be open without restrictions, except such as are placed upon drivers of all vehicles.

THERE seems to be a feeling of disappointment in England at the falling off in numbers at the Hampton Court meet. Five hundred less than the parade of last year has caused some to assert that 'cycling is on the decline. The 'Cyclist, in an editorial, accounts for the "decline" by saying that "perhaps the chief cause of the falling off this year is due to the establishment of district meets in various parts of London, and the withdrawal of several of our largest and leading clubs from the procession, which, although it has done good service in its time, is now deemed by many to have served its purpose." The number of tricyclers in the procession was very small, which is accounted for by the fact that most tricycle clubs were saving themselves for the meet on Barnes Common the following week. To bring this matter nearer home and apply it to the League, we would quote the remark of a wheelman, made in our hearing the other day, that "there is too much parade and too little business."

WE have certain mental reservations in regard to the uselessness (comparatively) of parades, for we are enthusiastic at the results growing out of the New York display. Certainly the 'cyclists of the Empire City have reason to be justly proud and elated at their success.

HAS the time for parades not passed? Having secured our rights in nearly every section, is it not advisable to abandon that which is a mere sham, a perversion of the use of the bicycle, except in so far as the results would warrant men in "playing soldier." We know of many wheelmen who decidedly object to parading on a bicycle. Some even go so far as to object to the restrictions of club runs, preferring to ride when, where, and how they please, and with such companions as they may choose. While a parade of 'cyclers may and undoubtedly does impress the public with the importance and strength of our sport, does it not lead them to think that it is merely a sport indulged in for pleasure alone, and possessing nothing of stability. The St.

Louis *Globe-Democrat*, in a recent editorial, in referring to "The Meet of The Wheelmen," says:—

"Just why a man should feel himself a little bigger than usual because he has some kind of uniform on and bestrides a bicycle in a large procession, without any definite object in view, we are unable to say. But he does, and even travels hundreds of miles to enjoy the sensation. There has just been a "meet" of bicyclers in New York from all parts of the United States, which has paraded in the public places and got itself illustrated in the pictorial papers.

"If the gathering was ostensibly, as it really is, one for pleasure, there would be less occasion to remark upon it, but we never recollect seeing a uniformed bicyclist travelling, either in procession or otherwise, without that peculiarly high, stern, and determined expression which seemed to signify that he had the weight of nations resting on him, and did not quail at what he had to go through. The picture in *Harper's Weekly* of the procession of wheelmen would indicate that the riders had a regular "charge of the six hundred" before them. Every man of them, judging from the medals on their breasts, has performed some heroic act, and they are literally an army with banners. The fact is that they are simply taking a ride and showing themselves off. This is all there is to it, and there is not the remotest occasion for such a tremendous amount of solemnity. We have not the slightest objection to displays of the kind. It is enjoyable to witness them. The event is simply to be noticed as one of the numerous signs that men are simply grown-up children, and like to parade and strut, and pretend to be something more than they are."

While we cannot indorse all that the *Democrat* says, it may be well not to ignore entirely its opinion of our parades. Our desire is to see more touring on the bicycle and tricycle, more consistent riding, more rational enjoyment, and more lasting pleasure in the use of the wheel.

• CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

A Correct Statement.

Editor Bicycling World:—The report you speak of in your issue 8 June, of the city of Springfield passing an ordinance requiring all wheelmen to carry a continuously-ringing bell, is without foundation. There has been considerable discussion among our city officials the past two months, and an attempt made to pass an ordinance requiring all wheelmen, when riding within the city limits, to dismount at a given signal or be fined \$10. This bill was passed by the aldermen, and was fought vigorously by the Springfield Club, and when it reached the common council it was thrown over the committee refusing to sign it, not believing in its validity. It was found, by referring to the records, that an ordinance was passed some years ago regulating the use of certain kinds of vehicles, including bicycles on certain streets. The gist of this ordinance was, that no bicyclist should be allowed at any time on streets therein named. This ordinance was repealed at once, and, as it now stands, wheelmen have the same rights and privileges (on all streets) as any one else.

A. L. FENNESSY,

Sec. Springfield Bi. Club.

SPRINGFIELD, MASS., June 9, 1883.

Facile or Star.

Editor Bicycling World:—I have studied the Facile circular, read "Ixion's" letter, made drawings of a 40-inch machine, and shall mount one on the first opportunity. I am favorably impressed with it, judge it is the best bicycle with large wheel in front; but is it the best in use?

Its success in England strengthens the claim that the lever, not the crank, is the proper means of applying foot power, and draws attention to a bicycle thus propelled (my mount for more than a year), the American Star.

As between the two machines, the Facile appears to have the advantage in—

1. Back pedalling. The Star relies on its brake alone. It has never failed to control my 51-inch, even where companions dismounted from ordinary bicycles.

2. Beauty. Its "line of beauty" backbone pleases the eye more than the straight lines of the Star frame.

3. No pedal-spring resistance to overcome. On the other hand, the Star expends none of the power of the working foot to raise the idle one.

4. It is less of an innovation; more nearly resembles the ordinary bicycle, and is therefore less likely to antagonize the conservatism of old riders.

The advantages seem to be on the side of the Star in—

1. Cost and maintenance. For similar finish the prices are: 40-inch Facile, \$108; 50-inch Facile, \$125; 51-inch Star, \$85. Star purchaser pays no duty and gets repairs quicker and cheaper.

2. Factor of safety against "headers." My 51-inch Star stands without overbalancing on fifty-five degrees slope. If little wheel of 40-inch Facile can be raised seventeen inches it will stand on thirty-one degrees slope.

3. Elimination of useless foot movement. While both do away with fore and aft foot movement, the Star also eliminates lateral movement by relieving the driven wheel of steering duty.

4. Coincidence of movement arcs. The Star fulcrum being behind the rider, the movement of the lever agrees with that of the toe about the ankle, thus keeping foot radial to the lever-arc, or in the best position for applying power. The Facile fulcrum is in front of rider, and the foot is outside of lever-arc. I should expect a tendency to slip on pedal proportioned to the length of stroke.

5. Constant leverage. In the Facile it is variable from five and a half inches of the "dead centre" points or ends of stroke to eight and a half inches at middle of stroke. In the Star it is always the same, owing to the absence of any crank in its mechanism. In my 51-inch, the power is applied eighteen inches from the fulcrum, the resistance ten and one half inches, giving seven and one half inches leverage, increased to nine inches by the radius of the 3-inch drum on which strap is wound.

6. Fewer frictional surfaces. The Facile has an extra joint between crank-pin and connecting-rod, while its joint between the latter and the lever has greater range of motion than the hook at end of Star strap.

7. More strongly built. Its equilateral triangular truss frame is better planned for the strains of rough riding than the curved lines of the Facile.

8. Untrammelled step. The Facile step is unnatural, because of its shortness and varying speed,—slow at both ends, quick in the middle. The Star rider can confine himself to ten and one half inches if he wish; but, preferably, takes a longer sweep. A Star rider compares to one on any other bicycle as a man walking free to one with legs confined by a rope shorter than his natural stride. Both get over ground; but not with equal ease.

8. Figures favor it. Without entering into details for fear of lengthening this letter, I simply add figures for the Star to those on page 4. of the Facile circular. Comparing a 50-inch ordinary with 5-inch crank, a 40-inch Facile, and a 51-inch Star, we have:—

50" 157,079" 403.36 67.23 31.41592" 1056 1/5 miles.
40" 125,663" 504.25 84.09 21.00000" 883 1/6 less 18 ft.
51" 160,220" 395.46 65.91 16.15677" 532 1/10 " 22"

[These columns, reading left to right, represent: 1, inches run for each turn of the wheel; 2, number of revolution per miles; 3, number of revolutions a minute in going ten miles an hour; 4 and 5 travel of one foot in inches per revolution, and in feet per mile run by wheel; 6, number of miles run by wheel for each mile of foot travel.]

8. Lest I crowd your columns I will not discuss other advantages, such as more comfort, from more springs, stationary pedals, greater adjustability to height of riders, etc.

Yours respectfully,

JAMES A. CHASE.

HAZLETON, OHIO, 4 June, 1883.

The Dangers of Bicycle Riding.

To the Editor of the Brooklyn Eagle:—It seems to be very questionable whether it is at present really safe for a pedestrian to visit Prospect Park. The bicyclists, banished from the carriage drives, now have full swing on the foot-paths, and, as their vehicles come noiselessly and without warning upon the foot passenger, he never knows when he may be knocked flat, and perhaps senseless, on his face. I witnessed an "accident" of this kind yesterday afternoon, and think it well to let the facts be known, as a warning to those who seldom visit the park, that they may know what to expect. About 5 P. M. I was walking with some ladies on one of the most crowded paths in the park, where there is a considerable hill, when several bicyclists were observed coming down the path on their vehicles. Had these persons used the most ordinary prudence they would certainly have dismounted at such a point as this, where the path running between two high banks, there is

no possibility of turning the vehicles to the side out of the way of foot passengers. But they did not dismount, and the consequence was that the foremost rider, though he tried to control his machine, failed to do so, and struck a young lady in the back with force enough to knock her at full length on her face. The young man who accompanied the lady had all he could do to support her when she had regained her feet, or, I fancy, it would have gone hard with the person by whose gross recklessness the "accident" occurred. I will do the latter the justice to say that, though his companions disappeared with great celerity, he remained on the scene for several minutes, apparently much concerned as to the effects of the young lady's fall, the results of which may yet be far more serious than he or any one else imagines. The lesson to be drawn from this occurrence is, that pedestrians had better give the park a wide berth until a separate path shall have been provided for the men whose happiness absolutely depends upon their making monkeys of themselves, and spreading consternation among pedestrians by riding their ridiculous vehicles on the foot-paths of the park, where, as things are now managed, the principle of "the greatest good to the greatest number" seems to be quite ignored.

AN EYE WITNESS.

[This will serve to show how careful riders should be to conduct themselves, with regard to the rights and safety of the general public. It also illustrates the absurdity of allowing wheelmen to ride on foot-paths, where they have no right to be, and banish them from the driveway, where they should have every right.—ED.]

Notes on the Amendments.

Editor Bicycling World:—The writer is one of those who believes that the League should treat its members with the largest liberty, and, therefore, he questions, among other things, the amendment proposed by the officers to Article 4 of the constitution. This says, in effect, no State with a membership of less than fifty shall be entitled to a representative. I think the number too large. It will take representatives away from all but eight States, according to the statistics submitted by the secretary on which the vote at the last election was based; and since it further gives a representative for every fifty members, instead of one hundred as heretofore, the large States will double their number of representatives. Thus such important States as New Jersey, Kentucky, Maryland, and Missouri will have no representative, while Massachusetts will have eight and New York four. I am aware that the recent increase of membership may take the above States over the requisite number, but I have no assurance that they will have more members at the next election than at the last, for members do not all renew. Had the officers

given a representative for a State having ten members and an extra one for every fifty members, the step would have been more weighted with encouragement for the feeble States.

And while upon the subject of amendments, I am puzzled to know why the officers do not amend the constitution. They say that they have no right to, and that the power to do this rests with the League itself. I fail to find any article to define the manner or the method of amending the constitution, and can see no reason why the officers should not change it if they see fit, for Article 4 gives them the power to "direct and decide in all matters not provided for in this constitution." It is unwise to give the officers power to change the rules or the constitution. They have it now. I hope to see the day when all questions of this kind will be decided by mail vote.

The Southern and extreme Western members of the League are as much interested in the rules of the L. A. W., and yet they are never heard in the forming of them. Why should they not be? No meeting of League or officers can cover the whole membership of the League. A mail vote is the only fair and just way of making a change in the laws.

An important amendment is to come before the members of the League, and it relates to the increase of dues. During the three years that the League has been in existence, the position of League organ has been filled without expense to the organization. The annual meeting decided to appoint another organ and pay for the service. To do this it is proposed to raise the dues. I believe that any increase of dues will cut down the membership very largely, and, on the other hand, a failure to do so will make a heavy draft upon the treasury, and render the League powerless to undertake any important work. The officers asserted that the new organ would be supplied whether the dues were increased or not. Can the League afford to pay such a price for so small a thing? I think not. It would have been better had the League decided to print its own organ, and an issue once in each month would have been ample and the expense been much below that which has now been entailed. I hope the members will give careful consideration to this amendment.

One more point; in looking over the rules I find no provision to pay the officers, and yet they are paid. The secretary and treasurer draw each \$250 from the League. The treasurer's report, submitted at Boston in 1881, is without the item of salary for any officer. I do not find that any salaries were fixed at the Boston Meet, though the next and all subsequent reports have the item. No salary was voted at Chicago, and, for want of a quorum, none at New York. Will some person rise and explain; and furthermore will the officers see that some mention of salaries is made in the rules. PEN ANDINCK.

A N. E. Association.

Editor Bicycling World:—The letter of Mr. Gilman in your issue of 8 June has the "true ring" to it, and I cannot let the opportunity pass without adding something from Providence. Personally I know nothing of the L. A. W. Meet in New York, as business kept me at home; therefore I have no right to say whether it was a success for the interests of the L. A. W. or not. But I have been convinced for a long time that the L. A. W. is too large an organization, or better, perhaps, covers too much territory to be handled so as to make it of any use to a large majority of its members. And this is not saying that many of the individual officers (not including myself) have worked very hard for its interests and advancement. No one knows any better than I how hard some of them have labored (except, perhaps, the parties themselves); and what has it amounted to? But very little to my mind, except a large membership, and the consequent reasonably well-filled treasury, considering the smallness of the tax. It seems to me that Mr. Gilman covers about all the ground in his argument for a "New England Association," and I am able to say that I consider the advantages of such an organization would soon be apparent after its formation. As for the date on which to call a meeting, I have nothing to say, except perhaps to indorse Mr. Gilman's, the 3d of July. I hope the matter will be thoroughly ventilated and some action taken.

Yours, fraternally,

ALBERT G. CARPENTER.

PROVIDENCE, R. I., 9 June, 1883.

L. A. W.

THE following comprise the newly-appointed racing board of the L. A. W.: George D. Gideon, president; Fred. Jenkins, secretary; Geo. H. Strong, San Francisco; J. O. Blake, Chicago; Abbot Bassett, Boston; Al. Trego, Baltimore.

MICHIGAN STATE DIVISION.—A meeting of representative wheelmen from various parts of the State was held in the parlors of the Michigan Exchange Hotel, 30 May, to organize a Michigan Division, L. A. W. The meeting was organized by electing C. D. Standish, of Detroit, chairman, and H. N. Keyes, of Detroit, secretary. A constitution and rules were adopted, in accordance with the laws of the L. A. W., and the following officers were elected and installed for the ensuing year: President, J. E. Beal, of Ann Arbor; vice-president, F. H. Escott, of Grand Rapids; secretary, W. C. Marvin, of Ovid; treasurer, C. E. Gorham, of Marshall. An executive board was constituted, consisting of the above officers, with L. A. W. Chief Consul Standish, of Detroit, *ex-officio*, chairman. A racing committee is provided for in the constitution, which also provides for an annual meet and State championship races.

THE League dues will not be increased the coming year. The proposed amend-

ment to the constitution has been withdrawn.

ALBERT F. EDMANS, Troy, N. Y., has been decided a professional by the membership committee of the L. A. W.

PRESIDENT BECKWITH has offered a \$75 League badge to the person who secures the greatest number of recruits for the L. A. W. the coming year.

ACCORDING to the terms of the letter of Oliver & Jenkins, the new organ is to be supplied to members for fifty cents a year, and not for their term of membership, as we supposed.

CONSULS for New Jersey: Elizabeth, W. H. Hastings; Montclair, W. S. Benedict; Millville, Herschel Milford; Orange, J. W. Smith; Plainfield, Harold Serrell; New Brunswick, D. H. Merritt; Smithville, E. F. Burns; Woodbury, Wm. Griscom.

RACING NEWS

PROFESSIONALS and amateurs are training at Beacon Park, and some quick time is reported.

THOSE who intend to come from a distance to take in the Boston races 4 July, would do well to come a day or two earlier and go to the races at Beacon Park, 30 June.

MESSRS. WILMOT and Alden, the fancy bicycle riders, have received proposals from Frank Winslow to engage with him for a year to give exhibitions.

RUMORS of a horse v. bicycle race at Springfield reach us. We hope they are unfounded. The two do not work well together. If run on the bicycle track the horse will cut it up badly, and if on the horse track the wheelman will have a poor path.

MR. JOHN W. WILSON will probably do very little more fast riding, as he intends travelling with his little seven-year-old brother, and give exhibitions of double fancy riding.

THERE will be several bicycle races at Milford, Mass., on 4 July, among which is a five-mile professional race for a purse of \$500, divided into three prizes. Mr. C. J. Young has already signified his intention of competing.

A SERIES of bicycle races will be held on Hampden Park, Springfield, Mass., on 4 July, under the auspices of the Springfield Roller Skating Rink. The events will be a one-mile race for three prizes, valued at \$50, a two-mile for three prizes, valued at \$100, and a five-mile for prizes valued at \$250.

IT is rumored that John S. Prince will take up his residence in Springfield.

H. W. HIGHAM, who claims to be the "champion of the world," has issued a challenge to race John S. Prince any distance from one mile to fifty, for any sum up to \$500.

WHEELMEN in those towns where races are to be held on the Fourth of

July should see that such races are sanctioned by the L. A. W. It may be well to call the attention of race committees to the need for sanction, which can be granted by any member of the racing board, whose names appear elsewhere.

THERE will be a handicap road race at Montreal, 16 June. Three prizes, gold and silver medals, have been given for this race by the president, vice-president, and honorary secretary of the Montreal Club.

THOSE entering for the handicaps at Beacon Park, 30 June, will oblige by sending records and positions for the last three races they have engaged in. The park can be used without cost by those wishing to train for these races.

PULMAN (ILL.) ATHLETIC CLUB, 30 MAY.—One-mile bicycle: N. H. Van Sicklen (1), 3m. 47s.; E. Mehring (2), 3m. 51s. Two-mile professional handicap: W. M. Woodside, scratch (1), 7m. 8½s.; W. J. Morgan 2os. (2), 8m. 10s. Five miles: W. R. Crawford (1), 20m. 37s. One hundred yards slow race: W. R. Crawford, 3m. 2s.

KINGS COUNTY WHEELMEN.—The first annual bicycle races of this club will take place at the grounds of the Williamsburg Athletic Club, Wythe avenue and Penn street, Brooklyn, E. D., on Saturday, 23 June, at 4 P. M. The following events will take place: Half-mile dash, open to members of the K. C. W. who have never won a prize in a bicycle race; two-mile race, handicap, open to all amateurs; one hundred-yards slow race, open to all amateurs; twenty-five-mile race, for the championship of the Kings County Wheelmen. Handsome gold medals to first and second in each event, excepting the twenty-five-mile race, for which a third gold medal will be given. An entrance fee of fifty cents for each event must accompany every entry. The right to reject any entry is reserved. The rules of the N. A. A. A. and L. A. W. will govern all contests. Entries close 16 June, with William H. Austin, chairman, 99 Nassau street, New York city.

WILLIAMSBURG ATHLETIC CLUB.—The spring games of this club were held on its grounds at Williamsburg, L. I., 30 May, and were very successful. Two-mile bicycle race: R. G. Rood, Ixion Bicycle Club, scratch, first, 7m. 17½s.; W. H. Austin, W. A. C., 140 yards, second, by over one hundred yards, in 7m. 31½s., he finishing the first mile in 3m. 36½s.; R. F. Foster, Baltimore A. C., 160, third, by one hundred yards; J. M. Austin, Brooklyn, 200, fourth.

ARMAINDO, Woodside, and Morgan will compete in a one hundred and twenty-mile bicycle race 6, 7, and 8 June, at Milwaukee, Wis., riding forty miles each evening.

THE city of Boston has appropriated this year but \$200 for the bicycle races on the Fourth of July.

THE London Bicycle Club held a road trial-race 14 May, over a course of one

hundred miles, from Bath to Hounslow, England. H. R. Reynolds won in 7h. 28m., while H. Smith, W. Adam, S. Hough, Lloyd Sewell, Hindley, Ryan, and Hewitt each received a medal.

FRED JENKINS will handicap the races of the Boston and Newton bicycle races to be run at Beacon Park, 30 June.

CHALLENGE.

Editor of the Chicago Sporting Journal: DEAR SIR:—My unfortunate breakdown on Friday having deprived me of all chance of success in the great race of last week, I am anxious for another trial. Excuses, in the face of the marvellous performance of the plucky little Mlle. Louise Armaindo would be out of place, but I am far from convinced that she is my superior. I therefore hereby challenge her to ride a similar contest for \$100 to \$1,000 a side, and the championship of America, the race to be open to all comers who will deposit a similar amount. If Mademoiselle does not care to ride so long a distance again, I will give her five miles start in fifty, or ten in one hundred, and race for \$100 to \$500 on any track not less than eight laps to a mile. Respectfully,

W. M. WOODSIDE.

CHICAGO, 26 May.

Moorestown, N. J.

Specially reported for THE BICYCLING WORLD.

ON 8 and 9 June the Moorestown, N. J., Bicycle Club held a series of races at the grounds of the Fair Association, near the town. A heavy rain on Thursday night had caused the track to be in poor condition for the race on Friday, but on Saturday it was in fair order. The weather was very warm on both days. There were about twenty wheelmen present on Friday and about fifty on Saturday, and probably six hundred spectators. The officers were as follows: Judges, E. F. Burns and James Moore; referee, Chas. Atkinson; timekeepers, Wm. J. Morrison, C. E. Updegraff, Geo. Lippincott, and A. M. Hall; clerks of the course, Chas. Higgins and John Updegraff; starter, Frank G. Stroud. The ten-mile race was won by C. H. Chickering in 41.52¾, with Edgar Conrow second, in 45.55. The five-mile race was won by C. H. Chickering in 19.22¾, with Chas. Frazier a good second, and Edgar Conrow third. Theo. Jones dropped out on the third mile. The two-mile race was won by Chas. Frazier in 7.40, with R. Brewer second. The one-mile race was won by I. S. Uncle, in 3.53, with C. H. Chickering, second, and J. W. MacBride third. The half-mile dash was won by Thomas Finley in 1.56½, with Chas. Frazier second. The prizes following, in the order of the races, were: a gold medal, a silver medal, a cyclometer, subscription to *The Wheelman*, copy of Tennyson's Poems, and for fancy riding, a unique silver match-holder. This latter was awarded to Burt Pressy for his work on a Star machine. Strange to say, all the races were won by riders of Star

machines, a plentiful distribution of circulars at all the schools and depots failing to bring out any of the riders of the ordinary machine, except two. At the conclusion of the races several riders made half miles against time. A. G. Powell on a Sanspareil, 1.45. James Moore on an Expert, 1.44. Mr. Crawford, 1.49; Mr. Kalb, 1.47½. Some foot races against bicycles concluded the days' sport. Slee, of Baltimore, was on hand with H. B. Hart's exhibit of Columbia machines, and performed some surprising and difficult feats on his machine. Being classed as a professional he could not enter the lists with Pressy. The thanks of the club are due to Mr. C. E. Updegraff for his interest and assistance.

J. S. PRINCE won the three-mile heat race for professionals in the bicycle contest at Washington, Tuesday, winning two straight heats in 11m. 20s. and 11m. 33s. In the first heat, Higham of England, "champion of the world," was thrown and lost about fifty yards. Immediately after the race the announcement was made that Higham challenged Prince to a race for \$500, to take place on the same track within thirty days.

Ruminations by Ursus.

URSUS is a bear. The name denotes it, and the facts proclaim it. He is no ordinary bear, for, though the average bear is given to ruminating, he does not, like Ursus, give forth the result of his ruminations. Moreover the average bear is a growler and Ursus never growls. Ursus is not forgetful of the story of the hen who believed all of her own chickens to be swans, and he may take a different view of his own conduct from that which the world gives him, but he was born a bear and a bear he must remain, and if he finds sweet music in a growl, who will be so uncharitable as to close his pipe. Gently smooth the back of Ursus, and you will find him as pleasant a fellow as you will like to meet withal; move your hand in the opposite direction and the bear will assert himself.

Ursus is the father of a family of juvenile bears, the equal of which for beauty of person and docility was never seen. Cupid has been the light of our home for two years, and Psyche has brightened our hearthstone for twelve months. The baby, Iphigenia, came to us last month and is waxing very strong.

With such a family Ursus must needs work hard to keep the wolf from the door. In saying this, I mean the metaphorical wolf, for if Mr. Wolf in *propria persona* should ring my door bell the larder would be stocked for many days.

In looking about me for an occupation to turn my hand to, I have thought of going about with an organ, and at first I dismissed it as vain and unprofitable, for the public was wont to let the organ play and toss no pennies. Now, however, I understand that they are beginning to throw nickels to the organ men, and I

shall consider the idea of venturing forth.

I am much interested in the sports of my children, and I am pleased with the success of my little Cupid as a bicyclist. He is an enthusiastic little cuss, and enters into anything with all the energy and spirit the bear nature is capable of. He has even gone so far as to propose to support the family by what he can draw from the wheelmen. He tells me that he can manipulate certain wires and get several fat offices. He further says the wheelmen owe him a living and he is bound to get it. He suggests that he can travel with an organ, write all the letters for the bicyclers, and fix up all the races, and get paid for the whole business. Cupid is avaricious, I am afraid.

The desire of Cupid to scoop in all the salaried positions, though it may allow us to sleep on beds of roses, is not, to my mind, commendable. There rises before me the great bugbear of professionalism. If Cupid bags the whole business will he not be pursuing bicycling for a living, and if he does this, will he not be a professional? I shall discourage the idea.

Ursus has some ideas as to how a bicycling department in a country paper should be run, and he gives them to the world without money and without price. Let the editor visit the dealer who aff vertises with him, and take a copy of his sales and then work them thus:—

Joe Gargery has bought an Exsquirt. Have you seen Bill's new tool bag?
That's a lah de dah saddle, Georgy!
Dodger Jones's new handle bar is a daisy.

Spriggins buckled his wheel, last week and had to walk home. Cardinal straightened it.

After this he could please the boys after this fashion:—

Sam made a mash last week.
Those girls in Union Block are just too pretty for anything. Is n't that so, Bill?
Harry takes a ride every evening.
Don't ride so hard, Gussie.
Have you seen Robinson's new celluloid collar?

Ikey has had his hair cut.
That was a beautiful header, Morris.

At peace with all the world and in the possession of a character void of guile, Ursus subsides.

A Century Run.

ON 3 June, President W. H. Chase, Capt. C. A. Joslin, Secretary R. G. Morse, and J. P. Swett, of the Leominster Bicycle Club, started from Lancaster, Mass., at 5.04 A. M., and rode through Clinton, Marlboro', So. Framingham, Natick, Newton, Brighton, Cambridge, Arlington, Medford, Lynn, to Salem, reaching there at 1 P. M. Returning by same route to South Framingham, arriving there at 8.15 P. M. While passing through Newton took the wrong road and rode one and a half miles before discovering mistake, also rode around

Chestnut Hill Reservoir, making in all a distance of one hundred and two miles. Time from start to finish, 15h. 11m. Running time, 10h. 51m. Two cyclo-meters were used.

CURRENTS CALAMO

J. A. CROSS has resigned his office as representative of the League in Rhode Island.

R. P. AHL is spending the summer in Cohasset, Mass.

MR. PERRY DOOLITTLE, of the Toronto Medical College, will convoy the American tourists in Canada in July. Mr. Doolittle is one of the most expert bicyclers in the country, he having an excellent racing record, as well as a road record that shows up well. He has been over nearly every inch of the route laid out, and has made easily nearly one hundred miles in one day on some parts of it. He is now engaged, with other Canadian wheelmen, in making arrangements with hotels *en route*.

"Boz" believes in the interchangeable idea, and now he wants somebody to invent a pair of pants with an interchangeable seat.

THE Lillibridge saddle has been tried by the wheelmen attached to the Pope Manufacturing Company the past week. It adjusts in height, width, and position. The company is negotiating for the purchase of the patent.

THE next annual meeting of the League of American Wheelmen will be held in Cincinnati. — *Cincinnati Daily Times-Star*.

Is n't this a little premature.

THE *Western Cyclist* comes to hand for the third time, somewhat improved in appearance and matter.

A FRIEND tells us that it was a sight for the gods to see President Hodges rushing to a fire in Roxbury a few evenings since on a tricycle. The crowd thought he was a chief engineer, or something of the sort, and, at the sounding of his bell, graciously allowed him the right of way. It was with a look of satisfaction that he viewed the conflagration from the point of vantage thus gained.

THE superintendent of the Montrose (Pa.) Railroad, connecting with the Lehigh Valley Railroad, has accorded bicyclers the privilege of carrying their wheels free.

Now that the League stencil outfits are ready for use, we shall expect this sign to be as common as Sozodont and kindred advertisements. Of course every consul will carry a pistol, to defend himself against irate farmers whose fences he has marred or defaced. Every wheelman will be expected to carry an opera glass, so as to miss none of the signs. Joking aside, we trust much good will result from the use of the League stencil.

WE would call attention to a common fault of construction in many of our lead-

ing bicycles. The brake spoon is, in nine cases out of ten, too near the tire, and, when riding on heavy roads, is continually scattering mud upon the legs of the rider. There is no excuse for this, as it can easily be remedied, and should be.

SPECIMEN copies of the Springfield *Wheelman's Gazette* may be had at this office.

THE Manchester (N. H.) Bicycle Club had a pleasant run and dinner on Memorial Day, 30 May, a number of out-of-town wheelmen participating as guests of the club. The club expects a prominent part in the projected celebration of the Fourth of July, a parade and races, with an "outside" run and dinner being part of the programme. The Springfield meet will prevent a large attendance of wheelmen at the New England Fair, but the Manchesters will do the best they can for any who do come.

THE C. T. C. is now accused of being a social organization.

N. T. SLEE, of Baltimore, the famous teacher and champion fancy rider, was married, on Tuesday last, to Miss Price, formerly instructor at the Natatorium, a young lady of great personal charms, and quite as athletic as Slee himself. Miss Price is quite an expert on the tricycle.

WE trust that Mr. Gideon's marriage to Miss Rose will not cause him to give up the bike, and that this will be a case of a rose without its thorn.

ONE of the best hotels on the road is the Palmer House, at Brockton, where wheelmen can have a first-class dinner served for sixty cents, regular price being seventy-five cents.

THE American representation at the Harrogate Meet this year will again be probably much less in point of numbers than it ought to be. If Chief Consul Weston could perfect his plans a little earlier in the season this might be remedied, and next year we have his assurance that it will be. A goodly number of riders now in Europe have planned to be at Harrogate on 6 August next, and will probably participate in the subsequent run to Coventry. Those who have wheeled it over the splendid York turnpike, and followed ye ancient Watling street as they will, best know how much they are to be envied. No one man can take in *all* the good things, but he who can voyage the Atlantic in such a vessel as the "Cephalonia" (the "pride of the Cunarders") and meet the "men o' th' north" at Harrogate, ought to be content till July, 1884, at least. The notice in the C. T. C. column of this issue, referring to this, should not be missed by our readers.

THE bicycle business is booming in Salt Lake City. A bicycle track, twenty feet wide and one seventh of a mile long, is being laid out, and a grand race for gold and silver prizes is soon to take place. Utah is a great country for wheelmen. All the coroners ride the "wheel," and by using the best ball-bearing machines are

enabled to get to a shooting before the "friends" have a chance to go through the dead man's pockets. The introduction of tricycles for ladies' use is discouraged, for only a Gould or a Vanderbilt could afford to supply this luxury to a whole family, and if one machine was given to a favored wife the jealous other members of the household would annihilate the new "steed" the first day. A "sociable" tricycle was never constructed for use in Salt Lake City streets, for the simple reason that it would take a road as wide as a field in which to navigate the machine. — *Turf, Field and Farm*.

MR. HENRY P. MORGAN, broker, Providence, R. I., met with a serious accident while riding a bicycle about 10.15 yesterday. He was riding through Custom House street, and attempted to pass between two carriages, one of which was moving and the other standing. He lost his balance and the bicycle fell over sideways, and Mr. Morgan's left arm was forced through the wheel of the moving carriage. His left shoulder was dislocated and the arm was broken above the elbow. He was carried to his home on Taylor street in the police ambulance.

THE other day, by the merest chance, I learned of the existence of a female bicycle club, writes a New York correspondent. I have not, as yet, been permitted to visit its headquarters, but I will be, possibly, within the next fortnight. The club is composed of nearly seventy young ladies, all of the first families, and a gymnasium, somewhere in Fifty-first street, has been secured for practice. Wicked men, apart from a couple of instructors, are not allowed in the building, but one of the young ladies, whom I number among my list of acquaintances, has confessed to me that riding the steel horse is just too nice for anything. She says the pupils have practice suits of loosely-fitting knee breeches and waists, something akin to a bathing suit, and look very pretty. The mishaps are both many and ludicrous. I am to be smuggled into the gymnasium shortly, and then, if not too greatly shocked, will make a faithful report of the visit. — *Herald*.

WHEEL CLUB DOINGS

THE latest, tugs of war on tricycles, lots of fun, but hard on the machines. The Boston Club amuses itself at this pastime at its club-house rainy evenings.

TWENTY-SEVEN members of Worcester Æolus wheelmen went to Lancaster on Memorial Day *via* Shrewsbury and Northboro', taking dinner at Hotel Lancaster, and returned *via* Clinton and Boylston. Roads in excellent condition all the way. Before starting, a photograph of the club was taken in Bigelow's garden. Seven members of the club will probably take the "down East" trip in June.

THE Weymouth (Mass.) Club was formed 4 May, 1883, with the following officers: President, C. G. Sheppard; secretary and treasurer, B. W. Burrell; captain, C. G. Sheppard. Other offices were left vacant for the present.

ST. PAUL, MINN., is to have a bicycle club. Those desiring to join the club should communicate with Fred. S. Bryant, of that city.

STALL & BURT seem to be doing a rushing business in Victor Rotary tricycles.

THE associate members of the Boston Bicycle Club are going in heavy for them, and the Boston Tricycle Club bids fair to be a thriving institution; all it needs to secure a complete success is to provide better accommodations for the three-wheeler.

THE Boston Ramblers two days' run to Gloucester and return on the 17th and 18th of this month bids fair to be a great success. Tours of this kind should be more common among our clubs. This club ran to Lexington Sunday. A glance at our "Fixtures" will show our readers that it has laid out many pleasant runs for this month.

THE Rochester Club will give some races on the 4th of July on the six-lap bicycle track in Fall's Field Park.

MR. A. A. HATHAWAY, of the Milwaukee Tourists, is expected in Boston this week.

MR. MEINECKE, captain of the Milwaukee Bicycle Club, was in town last week.

THE Ramblers claim to have the champion blower — on a bugle.

THE Ramblers have decided to remain in the League. The Providence Club has decided not to.

RUMOR says that a tricycle club is shortly to be organized by the young ladies of Wellesley College.

MR. A. H. STROUT, of the Union Athletic Club, will attempt to ride to Portland and return in one day. He starts on Sunday.

W. W. STALL, of the Boston Bicycle Club, while riding through Columbus avenue recently on an American Star machine, came into collision with two coal teams, but escaped without injury. He thinks that if he had been riding any other wheel he would have taken a "header" from which he would not soon have recovered.

WHEELMEN wishing to participate in the two days' run of the Boston Ramblers Bicycle Club to Gloucester, 17 and 18 June, are requested to send their names to Mr. W. I. Harris, secretary, 31 Federal street, city, before 14 June. Extensive preparations have been made for the run and a large attendance is expected.

THE annual meeting of the League of Ohio Wheelmen will be held the latter part of August, at Columbus, and every preparation is being made to render it the grandest wheeling event held in the West. The Buckeye Club, of Columbus, is now laying out a splendid track on the base-ball grounds, and numerous prizes will be offered. The executive committee of the League will meet shortly and conclude the final arrangements.

A MEETING OF WHEELMEN. — At a meeting of the Maryland Club, held on Thursday evening, 7 June, at the club-house, No. 10 Boundary avenue, E. P. Hayden was elected treasurer, in place of E. F. LeCato, resigned on account of business. Forney Reese was appointed a member of the house committee, in place of Mr. LeCato. Messrs. Albert Trego, Wm. Spurgeon, and L. S. King were appointed a committee to arrange for the visit of the Mary and Bicycle Club to the camp and race-meeting of the Springfield (Mass.) Bicycle Club, which will take place 18, 19, and 20 September.

ONE of the Baltimore "Incurables," who was training for the ten-mile State championship, fell last Wednesday, cut his jaw open from chin to ear, sprained his left wrist, and dislocated his right. He went down town two days afterwards and sold his Harvard, leaving an order for a 52-inch Yale racer.

A PROTEST. — At the regular monthly meeting of the Marblehead Bicycle Club, held on Wednesday evening, 6 June, the following resolution was unanimously carried: —

Resolved, — That this club hereby protest against the action of the League of American Wheelmen in changing the official organ from THE BICYCLING WORLD

to *The Wheel*, thereby showing its ingratitude for labor faithfully performed by a worthy journal, to which the successful condition of the League is largely due.

GEORGE CHINN, *President*,
P. H. SHIRLEY, *Secretary*.

MARBLEHEAD, MASS., 7 June, 1883.

MARIETTA (PENN.) WHEEL CLUB. — Annual election, 8 June: President, John J. Carroll; vice-president, Chas. S. Spangler; secretary and treasurer, V. M. Haldeman; captain, Clayton E. Musser; first lieutenant, Samuel B. Gramm; second lieutenant, B. G. Hipple; bugler, John P. Lebhart; guide, J. E. Witmer; color-bearer, E. E. Lindemuth.

CYCLISTS' TOURING CLUB

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly *international*, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or city consul) to Frank W. Weston, chief consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address on receipt of a stamped, directed envelope.

Applications for Membership.

J. R. ADRIANCE, South Water street, Poughkeepsie, N. Y.; F. P. Kendall, 377 Main street, Worcester, Mass.; E. C. Clarke, 6 Dwight street, Holyoke, Mass.; W. O. Green, 121 Elm street, Holyoke, Mass.; Adolph Meinecke, Jr., 548 E. Water street, Milwaukee, Wis.

APPOINTMENTS. — Consul for Auburn, N. Y., E. F. Parker; consul for Stockport, N. Y., Joshua Reynolds; consul for Poughkeepsie, N. Y., G. W. Halliwell.

CLUB TAILORS. — A. L. Esterbrook, 4 East 59th street, New York city; B. Schlenker & Son, 1141 Washington street, Boston, Mass.

THE NEW UNIFORM. — The club uniform of the U. S. branch of the C. T. C. consists of Norfolk jacket, with two pleats front and back; vest, with back of thin flannel; knee breeches or knickerbockers; gray stockings, and low cap with visor (Boston Club shape); riding gaiters, designed for tricycling, but suitable for street wear, can also be obtained. The cloth or the uniform complete can be ordered from England direct (*vide* club *Monthly Gazette*, March number, page 220); but to avoid delay and reduce the expense which attends the importation of woollens a *fac-simile* cloth has been woven in this country.

The club tailors will supply this uniform at the following prices: Norfolk jacket, \$14.50; breeches or knickerbockers, \$6.50; vest (flannel back) \$5.00; stockings, heavy gray English, mantic knees, any size per pair, \$2.75; or the entire suit as above, \$28.75. Riding gaiters made of the club cloth will cost \$3.50 per pair.

White cotton gloves and low shoes are recommended. The uniform is without linings, is trimmed with dark self-shank horn buttons, and is so made that, to quote the circular issued by the committee: "Flannel has everywhere been adopted as the medium of contact with the body, and in the complete outfit a rider is practically wrapped — yet wrapped lightly — in wool from head to foot."

The club cloth can be obtained *by members only*, from the Cunningham Company, Boston, at the cost price of \$1.35 per yard. Orders for the cloth or uniform should *always be accompanied with the cash*. All orders will be submitted to the chief consul before being filled, so as to insure that none but members shall obtain supply.

The firm of Bent & Bush, 387 Washington street, Boston, hatters by appointment to the Boston Bicycle Club, will supply the C. T. C. caps (American) at \$2.00 each.

The chief consul hopes that these arrangements will be acceptable, and that each member will at once avail himself of the privilege of wearing a uniform in which comfort and elegance are admittedly so perfectly combined.

THE CLUB HANDBOOK. — Members can now obtain the new handbook for 1883 by sending application and P. O. order for thirty cents to E. R. Shipton, Esq., secretary C. T. C., 140 Fleet street, London, England. The chief consul hopes in the course of a month or so to have a supply of these books on hand, which he will then furnish to members at the same price.

THE HARROGATE MEET. — The seventh annual north of England Meet of the Cyclist Touring Club at Harrogate will be held on Monday, 6 August next. Every American member now travelling in Europe

should make it a point to attend. The last steamship available for the Meet will be the "Cephalonia" (Cunard line) sailing from Boston, 21 July next. The C.C. has arranged that club members only can obtain through him first cabin return tickets on this or any previous Cunard steamer at the rate of \$144.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers To Correspondents.

G. W. BROOKS, SECRETARY.—Thanks for postal. Please keep us posted.

W. J. M. AND W. M. W.—Thanks for paper. We had made a brief account of race. Have noted challenge in another part of paper.

C. R. H., Topeka, Kan.—Thanks for paper.

R. G. M., Leominster.—Thanks for report.

W. MAXWELL, Vale.—We have mailed letter as requested.

CHAS. E. PRATT.—Your letter was unavoidably crowded out this week. We will gladly publish next week.

H. S. PLAINFIELD, N. J.—Your communication received after similar matter from another source was in type. Thanks for the favor. Keep us posted.

J. M. H.—Your offer is received. We need and intend to have a correspondent in every club in the country. Send along all matters of importance, but boil down to unadorned facts.

C. H. W.—Letter crowded out.

FIXTURES

Saturday, 16 June:

Spring games Manhattan A. C., N. Y., two-mile bicycle race. Entries to L. E. Myers; close 9 June.
Newton Club, Trinity square, 3.30 P. M., to Cobb's.
Boston Tricycle Club, Trinity square, 4.30 P. M., run to Hammond street, to picnic in woods. All tricyclers cordially invited.

Sunday, 17 June:

Boston Ramblers, 9 A. M., to Gloucester, dine at Salem.

Boston Club, Cobb's to dinner, return 3 P. M.

Monday, 18 June:

Portland Club start on tour.
Boston Ramblers, 9 A. M., return from Gloucester.

Tuesday, 19 June:

Newton Club, 7.30 P. M., to Waltham.
Boston Ramblers, 7.30 P. M., to Needham.

Wednesday, 20 June:

Races at Detroit, Mich.

Thursday, 21 June:

Boston Ramblers, 7.30 P. M., to Brookline.

Saturday, 23 June:

Kings County Wheelmen. Races at the Williamsburgh athletic track.
Boston Club, 2 P. M., to Waltham.
Baltimore, Md., ten-mile race at Druid Hill Park.
Newton Club, 2.30 P. M., to Downer Landing.

Sunday, 24 June:

Laramie Bicycle Club, to Sherman.
Boston Ramblers, 9 A. M., to Nahant.
Boston Club, 9.30 A. M., to Salem.

Saturday, 30 June:

Beacon Park, Boston and Newton Club races. Entries to C. L. Clark, 42 Bedford street, Boston.
Boston Club, 6.30 P. M., supper at Cattle Fair Hotel, Brighton.
Milwaukee Club, fourth annual tour.

Sunday, 1 July:

Chicago Bicycle Club start from Ann Arbor on Canadian tour. Wheelmen desiring to join in the tour are invited to do so. Address the secretary, 189 Michigan avenue, Chicago.

Laramie Bicycle Club, to Cheyenne Pass and Table Mountain.

Boston club, dine at Cobb's.

Monday, 2 July:

Canadian Wheelmen's Association meet and races.

Wednesday, 4 July:

Newton Club, fancy dress parade, 6.30 A. M.
Williamsburgh Athletic Club two-mile bicycle handicap. Entrance fee fifty cents. Entries close 27 June, with G. R. Smith, secretary, at grounds, Wyth avenue, Penn and Rutland streets.
City of Boston Bicycle races.
Rochester (N. Y.) Club, races at Falls Field Park.
Milford, Mass., bicycle races.
Springfield, Mass., bicycle race at Hamden Park.

Transportation.

THE following roads issue free circulars: Maine Central, Portland and Ogdensburg. The Pennsylvania Railroad will charge twenty-five cents for first fifty miles or less and one half cent for every mile over fifty.

B. B. AYERS.

Sept. 18, 19, 20, 1883.

THE Springfield Bicycle Club have projected a three days' camp, meet, and bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting meet ever held, one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen ever seen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has witnessed.

The camp will be held in this city on Hampden Park, 18, 19, 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:—

A \$1,000 solid gold and silver cup, the gift of the Pope Manufacturing Company, to be known as the Pope Challenge Cup, will be offered for the twenty-mile amateur championship of the United States. A \$500 solid silver cup will be offered for an inter-collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling; and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight-page monthly the size of BICYCLING WORLD, and to continue six months,—five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings, and to send the six copies free to every wheelman.

Wheelmen will please favor us with the names of any wheelmen or persons interested in bicycling who do not receive a copy of the April number, and upon the receipt of such names we will immediately forward copies to same.

For further particulars address

THE SPRINGFIELD BICYCLE CLUB,
Springfield, Mass.

HENEY E. DUCKER, Pres.

A. L. FENNESSY, Sec.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 55-inch Royal Mail, racer, one of the best racing machines ever imported; cost \$150; will sell for \$115. A 55-inch light roadster, Yale, in first-class condition, \$115. A 48-inch central-geared Coventry Rotary tricycle, \$150. Address, J. S. DEAN, this office.

MUST BE SOLD.—A 57-inch Club Racer, as shown in illustration on following page; ball pedals, hollow rims, half-nickelled; condition guaranteed

equal to new; weight, thirty-three pounds; cost \$157.50, will take \$85, to close it out this month. L. H. JOHNSON, Orange, N. J.

FOR SALE.—A 58-inch Expert Columbia, full-nickelled, L. D. Saddle; has been run but this season and is in perfect condition; only reason for selling, want a larger size. Address, C. E. TITCHENER, Binghamton, N. Y.

FOR SALE.—A 54-inch Standard Columbia, cradle-spring, cyclometer, luggage carrier, M. I. P. bag, H. & T. automatic alarm; all in No. 1 condition; in use six months; cost \$123; price, \$90. Address, M. D. DANIELS, Ruggles, Ohio.

FOR SALE.—A 52-inch nickelled and enamelled ball-bearing Standard Columbia; has not been run five miles; does not fit purchaser; cost, with bell, \$115; price, \$105. W. W. MCINTIRE, Portsmouth, N. H.

WANTED.—Bicycle, 48 or 50 inch. Address with full particulars and lowest cash price, E. E. BARRETT, Miller's Falls, Mass.

THE SPRINGFIELD Bicycle Tournament,

AT

SPRINGFIELD, MASS.,

Sept. 18, 19, 20,

Under the management of the

SPRINGFIELD BICYCLE CLUB.

Prizes amounting in the aggregate
to over

\$6,000,

Including the

\$1,000 POPE CUP

And the

\$500 OVERMAN TRICYCLE.

You cannot afford to miss it. For particulars, address

A. L. FENNESSY,

P. O. Box 1019.

Secretary.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

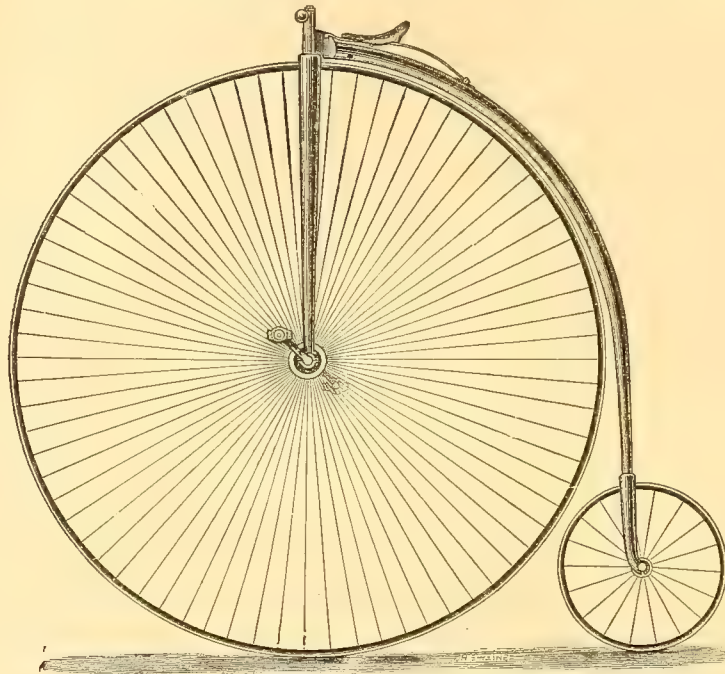
Capt. WILL R. PITMAN,

64 & 66 White Street,

NEW YORK.

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

'CLUB' BICYCLES AND TRICYCLES.

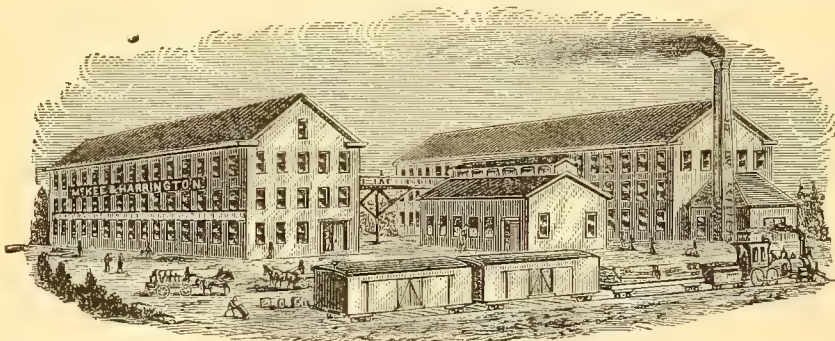
HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.



REDUCTION IN PRICE.

THE UNION BICYCLE,

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch \$81.

McKEE & HARRINGTON,

173, 175, 177, 179 Grand Street, NEW YORK.

Send 3-cent Stamp for Catalogue.

Under License from Pope Mfg. Co.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Seamed Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O.

B. KITTREDGE & CO.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to

GUMP BROS.

DAYTON, OHIO,

For large Illustrated Price List of New and Second-Hand Machines.

Second-hand Bicycles wanted.

ARAB CEMENT

For Fastening Rubber Tires.

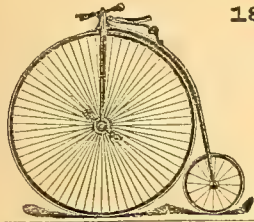
STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.



R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

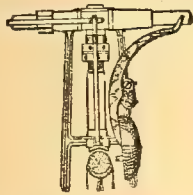
CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *asily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

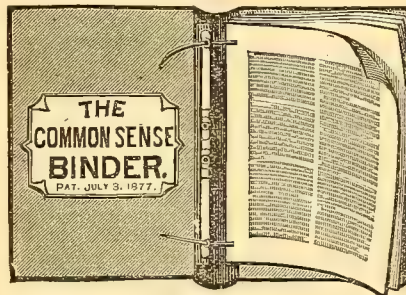
Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.



Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia. Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

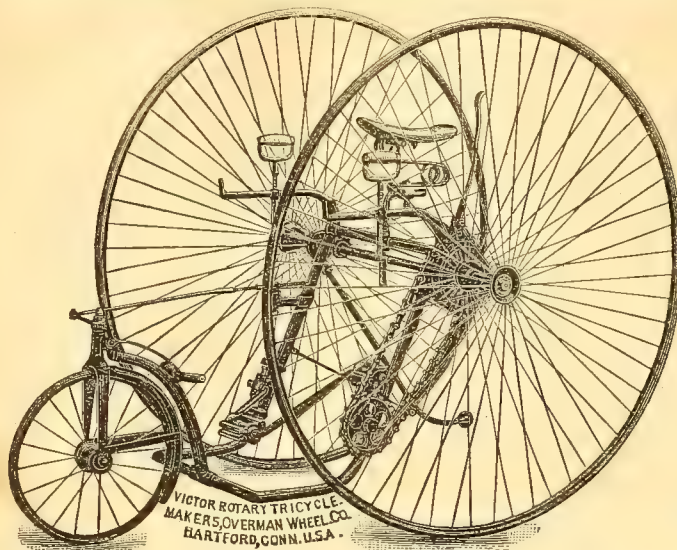
PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

WILMOT & ALDEN. DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

Licensed by the Pope Manufacturing Co.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

509 Tremont Street, Odd Fellows Hall.

SOLE NEW ENGLAND AGENTS FOR

THE SANSPAREIL ROADSTER,

Light Roadster and Racer, and

THE AMERICAN BICYCLE.

THE AMERICAN STAR,

A PERFECT SAFETY BICYCLE.

THE VICTOR ROTARY,

The First and Best American Tricycle.

A FULLE LINE OF SUNDRIES.

SEND 3-CENT STAMP FOR CATALOGUE.

Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 22 JUNE, 1883.

Volume VII.
Number 7.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

LOOK HERE! FREE!

Subscribe for THE WHEELMAN, through me, and get the April and May numbers free. Price, only \$2.00. Best of references Address

J. O. WHITEMORE, Fairfield, Me.



THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

— FACTORIES. —

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries. and Fittings, of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

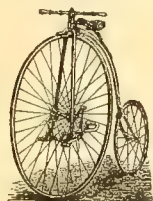
Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

For a Meet or Drill, every Club
requires a Flag.

Nickel-Plated Flagstaff, with Handle-
Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTHS' IDEAL BICYCLE

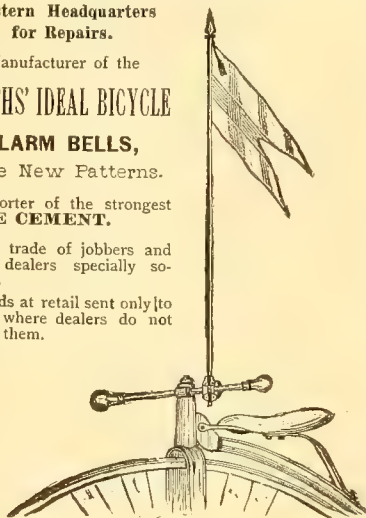
ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
licited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street — CHICAGO.

THE AMERICAN STAR BICYCLE.

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
OTHER DANGEROUS FALLS.**

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

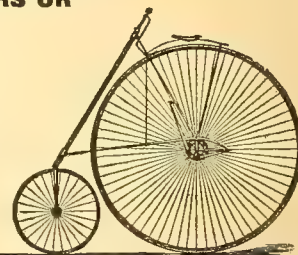
The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



ENGLISH

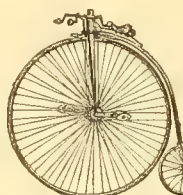
Bicycles and Tricycles,

American Sanspareil and
American,

Second-hand and Repairing.

Also Cable Fencing.

A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.



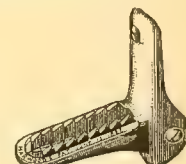
Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

HARWOOD'S SAFETY STEP



N^o 4.

Is made in four styles, to fit any machine without drilling new holes in backbone. The bevelled teeth prevent tearing the clothing, and secure firm foot-hold in mounting. The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut represents the new style of No. 4 Step adopted by Stoddard, Lovering & Co. on the British Challenge. Price: Crocus-polished, 75c; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER — MASS.

THE Bicycling World

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.
ENGLISH AGENCY.—H. Etherington, 152 Fleet St.,
London. Subscriptions received at 10s. per annum,
postage prepaid. Advertisements received and sample
copies furnished.
Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday
morning, and addressed to Editor BICYCLING WORLD,
8 Pemberton Square, Boston, Mass.

BOSTON, 22 JUNE, 1883.

CONTENTS

Editorial: That Motion; Notes	77
Correspondence: That Motion to Lay on the Table; The N. E. A.; L. A. W.; The N. E. A. Asso- ciation	78
Patents	79
Racing News	79
Cycling Institutions; Canadian Wheelmen's Asso- ciation; Mass. Div.; Ohio League	81
Currente Calamo	81
Wheel Club Doings	82
Transportation	82
Notes, Queries, Etc.	82
Fixtures	83

THAT MOTION.

In justice to Mr. Pratt, and to those with whom he was privileged to act, we would call the attention of our readers to his letter in another column on "that motion to lay on the table." We do not generally intend to enter in a discussion with our correspondents when they differ with us in our editorial opinions. We are careful to state facts as we find them, and never intentionally deviate from the strict truth. This question, though now of little practical importance, seems to require a few words from us, though we opine that the more it is discussed the

better will be our position in the matter. If hearsay evidence carried much weight we could quote from many well-known parliamentarians that we are correct when we say that, as a general thing, a motion to lay on the table is not debatable. Restricted debate is permitted in many organizations by special rule, but, after a careful research, we can find no instance, in which unrestricted debate, such as was allowed at the League meeting, has been permitted on this motion. Indeed, it would be highly absurd to allow it. In this we are sure our correspondent will agree with us. If "every member" was "at liberty to debate with freedom upon it," the whole force of the motion would be lost. If the debate is to go on, and the question discussed as if in its original form, what object and for what purpose is a motion to lay on the table? Though the motion may have, by the practice of the United States House of Representatives, been perverted and used to give a "death blow" to a motion, report, or bill, in this particular instance it would have merely laid the matter over, to be taken up at a time when it could be more properly and carefully considered. If the proposition and recommendation in regard to the "official organ" possessed real merit, and would have borne close scrutiny and investigation, we fail to understand why such anxiety was felt lest the matter be deferred or referred to a special committee, as moved by Mr. Williams. We do not care a jot about the result of the vote, or the fact that our contemporary has taken our place, but we do feel that a more careful consideration of the proposition submitted would have done no harm.

MR. PRATT evidently talks "by the book," and carries his library with him "on the cars," but he fails to account for his statement that this was the first time he ever heard such a decision. We venture to assert that it was the first time he ever heard any other, unless in those bodies which, by special rule, allow restricted debate on this motion.

OUR correspondent says the League has "no rule either restricting or precluding debate on that question." Exactly, but it has this rule, "At all meetings of the League the law of deliberative assemblies shall be observed." What is the law of deliberative assemblies? and what

deliberate assembly is meant? Is it the law of some local body? Is it the law of the Boston Common Council or the Massachusetts House of Representatives or the law of our correspondent? Should these local or personal laws be adopted by a national organization like the League, at whose meetings are gathered together members from all parts of the country? No! it is the law of that body most like it, the best law, the highest law, viz., the law which has been formed to best meet the requirements of a national "deliberative assembly." That is the law of the United States House of Representatives, which does not allow debate on a motion to lay on the table.

OUR correspondent refers to "Warrington's Manual" rather slightly, but those who know the man would have much confidence in any statement he might make. Additional credit is given to his opinions on parliamentary law on account of his experience of twenty years as clerk of the Massachusetts House of Representatives.

If any rider, when alone, wishes to endanger his own life and limb by carelessness, we do not know that it is any one's business to interfere or remark upon it. When, however, wheelmen are riding in company, no one has any right to conduct himself and his machine in such a reckless manner as to imperil the safety of others. We are led to make these remarks by a most outrageous piece of riding by one of the tricyclers on the Boston Club's picnic run. This erratic rider caused a spill, which, fortunately, was not serious in its results, but which was, none the less, utterly unnecessary. This incautious rider has two untrue wheels on his machine, during the repairing of which we would recommend him to reflect upon the rights of others, and when he gets his machine practice on steering.

SOME manufacturers, in their attempts to turn out close-built bicyclers are carrying the matter too far, and are actually spoiling their machines for road work. There is no comfort in riding a wheel which allows the mud to jam in the forks, causing the machine to run hard, as well as casting dirt upon the legs of the rider. We alluded last week to the same fault in the construction of brakes, and we hope that both of these will be

speedily remedied. Beauty must not be obtained at the expense of utility.

THERE is much need of an accurate road book, but no one has collected enough material to compile a satisfactory one. We will devote to our readers a small space each week for the publication of routes. We trust they will avail themselves of this, that we may be able, at some future day, to publish them in suitable book form. We invite contributions from everywhere in the United States and Canada.

THE Massachusetts State Division meeting, though slimly attended, possessed one commendable feature. There seemed to be a desire, on the part of those present to do what was right and for the best interests of the League. Every motion was discussed carefully, and, we believe, honestly. There was an entire absence of anything that was open to criticism.

OUR correspondent, "Pen Andinck," in our last issue, raised the point of the authority for paying the salaries of the League's secretary and treasurer. We do not believe that these payments have been made without authority, and yet we fail to find any record of a vote on this matter. As the question has been raised, it would be well if an "official" explanation were made, that "Pen Andinck" may be satisfied.

THE C. T. C. has adopted a shilling entrance fee, to be paid by all new applicants after the 1st of next January. We recommended this to the League quite a while ago, but no action was taken in the matter. The value of an entrance fee is to give permanency to an organization, and secure prompt renewals of membership.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

That Motion to Lay on the Table.

Editor Bicycling World:—In your issue for 8 June, which I perused with interest yesterday, you do me the honor of a prominent mention editorially; and, under an apprehension which your editorial seems more intended to foster than to allay, that my "reputation as a parliamentarian must have suffered consider-

ably by his [my] action at the general business meeting of the League," you are led into some comment, which seems to me to do me, and some of those with whom I had the privilege of acting, an injustice. The particular injustice occurs in another paragraph from the one in which you expressly mention me; so I leave that, and here reply only to the challenge of my correctness on the parliamentary question. I doubtless sometimes make mistakes, but in the instance referred to I think I was right, and that President Beckwith was right in changing his decision. Permit me to give reasons for this opinion, namely, that in a general business meeting of the L. A. W. a motion that a pending question lie on the table is debatable.

There is no special provision in the League rules precluding debate on this question, and practice as to it must therefore conform to the provisions of general or common parliamentary law. What is that? Jefferson's Manual is so old and sound an exposition of that law that it was early adopted by the National House of Representatives as authority in matters not limited by its own express rules. I do not find it laid down in that work that the motion to lay on the table is not debatable. Cushing's large treatise on the law and practice of deliberative assemblies is a later and even more widely-accepted authority, and although the motion to lay on the table is quite fully discussed in it, I fail to find therefrom that it is not debatable. But I do find, in section 1,532 of this highest authority, that "when a motion is regularly made and seconded, and proposed as a question from the chair, every member is then at liberty to debate with freedom upon it."

But it is observed in a foot note on the same page that "in the rules and orders of the legislative assemblies of this country debate is variously restricted. Sometimes it is precluded as to certain motions," etc. You refer to "Warrington's" little manual, as saying that the motion "should be decided without debate." That book is, as its author points out, "a mixture of rule, advice, and parliamentary law"; and what you quote (from section 50) appears to be a piece of the "advice" for which he gives no reason.

You say, also correctly, that in the United States House of Representatives such a motion is not debatable. Why? Because, by a special and peculiar provision (Rule 44), debate on this motion is precluded in that body; and, under the peculiar practice there, this motion has been perverted from its original and common use, until (as you may learn from Barclay's Digest, *sub tit.*) it is made and used "for the purpose of giving a proposition or bill its 'death blow.'"

In both branches of the Massachusetts Legislature, and in other legislative bodies, including the Boston Common Council, to which you refer, debate

on this question is, by special rules, limited to ten minutes (limited, not "allowed," please). But the convention in New York was a deliberative assembly, having no rule either restricting or precluding debate on that question, and I believe the members had the right to "debate with freedom upon it."

Indeed, if the motion was made, or the point of order raised, for the purpose of giving the pending proposition "its death blow," of choking it off entirely before it was considered, and without debate, it might be called a piece of "smart" practice well checked. To admit that practice, under United States House Rule 44, in the business meetings of the League, would be as absurd as to attempt to follow its other special rules, such as those relating to the introduction of bills, to the morning hour, or to compelling the attendance of absent members.

I do not often reply to criticisms, as you know; and I regret that it seems necessary for the completeness of this that it should be rather long.

Yours truly,

CHARLES E. PRATT.

ON THE CARS, 9 June, 1883.

The N. E. A.

Editor Bicycling World:—Your editorial and the letter from Mr. W. E. Gilman set forth the idea of a New England association of wheelmen in a strong light, and, if rightly managed, such an association would be useful. But if the same amount of work was put into the L. A. W. by the New England members it would do as much, if not more good. With our State Divisions properly organized and in working order, I see no need of anything of the kind suggested. Instead, I think a New England department of the L. A. W. is the better and coming arrangement, with Middle and Western departments. Certainly, after our "missionary work" is ended, and all the rights of bicyclers assured, a national meet will be useless, if not impracticable; and a meeting of the L. A. W. for business was fully shown, by the complete failure of the last one, to be already impracticable. As well call the people of the United States together in mass meeting to legislate. With State meets often, and a grand New England meet annually, and, perhaps, a national meet at less frequent intervals, the interest could be maintained, and with but one organization. I do not see how the New England association can be of more benefit to Vermont and Maine men than is the L. A. W., if they are too few for a State Division. Let the State Divisions manage the details of their local interests, and trust the general interests of the whole to the board of officers.

You will say that it is giving the board too much power, and that, perhaps, private interests will, as has been hinted heretofore, be considered first. Regarding that point, let me quote one of the most prominent wheelmen and active "anti-

monopolists" in New England, who now believes in *reform within the party*. He writes: "To crowd out the 'rams,' we need five or ten thousand 'sheep,' and we must work to that end." And I am inclined to agree with him. Give the State Divisions a trial.

C. H. WILKINS.

Chief Consul L. A. W. for N. H.

MANCHESTER, N. H., 21 June, 1882.

L. A. W.

Editor Bicycling World:—You correctly say, "The League Meet in New York was a failure, so far as work upon the constitution and rules is concerned." It was apparent as soon as the organization was effected that everything had been cut and dried. The slate had been made, the friends of the plot that had been formed were busy with the wheelmen assembled in the hall, preparing them for the scheme that was to be accomplished. The moment Capt. Beckwith was elected president by the officers' meeting a messenger hastened out and informed Mr. Pratt. They had secured the election of Beckwith for president, which was evidently half the game, and the other half was hastily, and many thought unparliamentarily rushed through by the adoption, as the first business, of the recommendation of the committee to make the *Wheel* the organ of the League. This seemed to be the main object of those who had the management of the business of the meeting. President Beckwith was confused, and rendered a decision that seemed to be correct and proper, and then, on the urgent demand of Mr. Pratt, who was chief spokesman for the measure, reversed the same. It is an accepted adage that none are so blind as those who *will not see*, but a very opaque vision could easily see at that meeting there was one main object in view, which was to take away from THE BICYCLING WORLD the organship of the L. A. W., and to give the control of the organization to the great *monopoly*. The stepping stones were laid last year, and the late meeting was controlled and managed by those who are in the interest of the great hierarchy that lays tribute upon all wheelmen—and aims to rule the wheeling interest of this country. I fear the result of the last meet will be disastrous to the interests of wheelmen at large. The circumference of the *Wheel* that is to rotate the machinery of the organization of wheelmen of the country under the title of L. A. W. must be enlarged to grasp the great interests and issues involved. We need a broad and generous intelligence to meet the dogged selfishness that has developed in the narrow minded owners of horses and jockeys who strive to throw every obstacle in the way of wheelmen, and who have succeeded thus far in closing Central Park against the bicycle. It is to be hoped that the new corresponding secretary of the L. A. W. will brace up and spread out the spokes and felloes of his

wheel so that he may properly encompass the responsible duties he has assumed. As regards the action of the meeting it would have been much more satisfactory if the recommendation of the business committee could have had more time for consideration; it could have been submitted by a mail vote to the members at large.

The writer has attended many political conventions and meetings during a life of about three-score and ten, and can truly say in none of them was it ever more clearly manifested that the ways of politicians who manipulate through rings and slates are dark. Having been a member of the League since its formation, I have always considered its main object should be to promote the general interest of the cause of bicycling and tricycling throughout the country. The organization should be divested of all individual and selfish interest, and stand upon broad ground, independent of any control by any party whose main purpose and aim is to make all the money they can out of the cause. Every one has a right in business to make all they can honestly, but we want the League of American Wheelmen to stand head and front above all cliques and parties, independent in its action of all personal interests and thus be prepared to protect, defend, and sustain the rights of its members against imposition and exaction in every form, come from what source it may. There is a widespread dissatisfaction with the manner in which the report of business committee was rushed through and the monopoly of the short time allowed for its consideration by the partisans of the plot. A motion was adopted to adjourn until the next day to finish the important business, and when the next day came nearly all of these schemers were absent, so that a quorum could not be raised. I know there are many members of the League who have no sympathy with the course that was pursued, and it is for the purpose of informing these of the manner in which the thing was done that the oldest member of the organization sends you this communication. OLD MEMBER.

NEW YORK, June, 1883.

The N. E. Association.

Editor Bicycling World:—What excuse is there for organization in New England? Surely the arguments advanced in the last two numbers of the WORLD are, to say the least, rather weak. Well, they say that the L. A. W. is too large and covers too much territory to be handled successfully. That is just what the South said just before the late war; but still we of the north did not think so, and I hope that none of the L. A. W. members will think that way. Now, I will not contend that the L. A. W. is perfect, but, with the right kind of assistance, we can make it so, and then members locally will not complain that their case is not attended to.

Using the same argument that is ad-

vanced in behalf of the New England Association, it certainly cannot compare with our State Division, for the State Division will cover less territory, will work more harmoniously, and, being a smaller body, can accomplish more good. Now it seems to me that the way for us all to do is to take hold with a will, and let each State Division strive to make it the model one, and when that is accomplished, there will be not hue and cry about the L. A. W., no need of a New England Association, but it will be L. A. W. first and last, and an association that all bicyclers will swear by.

HENRY E. DUCKER.

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for the WORLD by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 278,972, velocipede, Stephen H. Kimball, Everett, Mass. Has a trussed frame for strength and rigidity, and other minor points of novelty.

No. 279,356, velocipede, Wm. B. Denton, Wichita, Kas. A tricycle.

No. 279,448, bicycle bell. Edgar M. Senseney, St. Louis, Mo. A gong bell provided with a spring hammer secured to the outside, and adapted to be vibrated by the jar of the bicycle, and to be sprung over the edges of the bell when not required for use.

RACING NEWS

MR. H. D. COREY rode around Chestnut Hill Reservoir, Thursday evening, 14 June, in 3m. 29s., and Burnham in one second more. The fastest time before was, Russell Codman in 3.30, in 1879. The reservoir is one and one sixth miles, which makes it about 2.59 for the mile. Mr. Corey was timed by Clapp and Byron, of the Newton Club, and Crosby, of the Brookline Club.

UNIVERSITY OF ROCHESTER, N. Y., GAMES, 1 JUNE. — One-mile bicycle race: C. A. Ward (1), 4.3.

NEW YORK A. C. GAMES, 9 JUNE, at MOTT HAVEN. — One-mile bicycle race: Chas. A. Reed (15 yards), 3m. 14½s.; Frank Howard (20 yards), 3m. 17½s.; H. O. Talmadge (150 yards), stopped; won with little trouble. Three-mile race: R. C. Rood (scratch), 10m. 33½s.; Frank Howard (40 yards), 10m. 34s.; H. O. Talmadge (200 yards), stopped. This produced an exciting race. At one mile, Howard passed in 3m. 26s., with Rood three yards in the rear, and Talmadge two yards behind him. At two miles, Rood led in 6m. 55½s., Howard coming next, by five yards, Talmadge having given out. Rood rode very wide, almost at the extreme edge of the track, and consequently placed himself at a disadvantage. After passing and repassing one another, Rood finally obtained

the lead and passed the finish, the winner by about five yards.

MONTREAL A. A. C. GAMES, 9 JUNE. — One-mile bicycle race: W. G. Ross (1), 3.23; G. H. Hill, 25s. (?). Five-mile race: W. G. Ross (1), 21.10; J. H. Law, 10s. (2), 21.30.

BICYCLE races for one, two, and three miles will be held 4 July, at Fostoria, Ohio. Entries close 3 July, to Frank Schaufelberger. No fee. Track, one-sixth mile.

OLYMPIC A. C., SAN FRANCISCO, CAL., GAMES, 30 MAY. — Half-mile handicap: W. H. Day, 35 yards (1), 1.35½; H. Tenney, scratch (2); R. F. Verrinder, 15 yards (3). One mile handicap: E. Mohrig, 40 yards (1), 3.12½; J. C. Quinn, scratch (2); H. C. Finkler, scratch (3). Five-mile race: H. C. Finkler, J. C. Quinn, and G. Day started. This race was the most interesting and the best contested one of the day. Finkler at the outset was content to keep his competitors company. In the fifteenth time around the track, Finkler, as if to try the mettle of Quinn, made a dart for the lead, but slowed up on Quinn's increasing his speed. The sixteenth, seventeenth, and eighteenth rounds saw the riders in pretty much the same position as the former ones, namely: Quinn first, Finkler close up, and Day trailing a few yards behind and riding well. In the last circle Finkler made a spurt and took the lead; widening the distance at every turn of his wheel, he crossed the line first, a good distance being between him and his competitors. Quinn and Day spun along for second place, Quinn taking it by a few lengths. Time 18.05½.

BOWDOIN COLLEGE, BRUNSWICK, ME., GAMES, 8 JUNE. — Two-mile race: Ride-out (1), 5.6½.

AUBURN, N. Y., 7 JUNE. — Two-mile race: Parker (1), 9.19; Leonard (2), 9.57; Corning (3), 10.9.

WASHINGTON, D. C. — On 11 and 12 June the Capital Club scored another victory in the complete success of its two days' race meeting. The races were held on the newly constructed one-quarter mile cinder path in Athletic Park, which was in fair condition, but somewhat soft. The U. S. Marine Band furnished delightful music on both days, and this, together with the interest felt in the races, drew together a large course of spectators. There was a strong westerly wind blowing the first day, but the second day was all that could be desired. Lack of space forbids us giving much more than a brief summary of the events.

FIRST DAY, 11 JUNE, 1883.

First race. — Five-mile race for the championship of the Capital Bicycle Club: J. McK. Borden (1); T. A. Berryhill (2); B. W. Hanna (3). Time, 22m. 56s., 23m. 5½s. This was a very exciting contest. Leland Howard started, but dropped out on the third mile.

Second race. — One-mile for members

of the Maryland Bicycle Club. The starters were E. R. Jones, J. Y. Lord, Joseph D. Chesney, E. S. Schon, J. Day Flack, J. E. Ducker, T. Stran, Chas. Stran, and L. S. King. Flack (1), Schon (2). Time, 4m. 10s., 4m. 16½s.

The fancy riding contest was won by Burt Pressey on a Star. Mr. Seward Beall, of the Capital Bicycle Club, was awarded second prize.

Third race. — One-quarter mile, for members of the Capital Club. Bordon (1); W. F. Crossman (2); Beall (3); 55½s., 55¾s.

A one hundred-yards slow race was by Beall, no time taken.

Fifth race. — One-mile handicap, open to all amateurs: J. McK. Borden, C. B. C., scratch; F. T. Howard, Ixion, N. Y., scratch; C. H. Chickering, Star, 60 yards; T. A. Berryhill, C. B. C., 80 yards; J. E. Decker, Maryland, 100 yards; J. D. Flack, Maryland, 100 yards; R. F. Foster, I. O. C., Baltimore, Md., 100 yards; L. S. King, Maryland, 100 yards; J. D. Lord, Maryland, 100 yards; J. C. Smith, England, 120 yards; J. D. Flack, first; J. C. Smith, second; time, 3m. 42s.

SECOND DAY, 12 JUNE, 1883.

First race. — Two-mile, open to all amateurs. F. T. Howard, scratch (1). C. H. Chickering (2), J. McK. Borden, scratch (3). Time, 7m. 24½s., 7m. 37½s. Mr. Berryhill fell and broke one of the small bones in his foot.

Second race. — Three-mile heats for professionals, best time in three. The entries were J. S. Prince, Boston; H. W. Higham, Nottingham, England; F. S. Rollinson, Boston; Thomas Harrison, Washington. First heat. Prince and Higham alternated with lead until the ninth lap, when Higham fell, and Prince came in a winner. Prince (1), Higham (2), Harrison (3), Rollinson about three eights of a mile in the rear. Time, 11m. 20s., 11m. 43s. Second heat. Prince and Higham again led off together and rode almost side by side until near the finish, when Prince rushed to the front, winning the heat and race. Prince (1), Higham (2), Harrison (3). Time, 11m. 33s., 11m. 35s.

Third race. — One-mile for novices: B. W. Hanna, C. B. C., first; E. A. Newman, C. B. C., second. Time, 3.58½.

Fourth race. — For boys, one-half mile: Finley, first; Prindle, second; time, 2.03.

Fifth race. — One mile (handicap) for members of Capital Club: B. W. Hanna, 100 yards, first; J. McK. Borden (scratch), second; time, 3.31.

Sixth race. — One-half mile, ride and run: Finley, first; Seward Beall, second; no time taken.

Referee, P. T. Dodge; starter, H. S. Owen; time-keepers, Amos Hart, J. West Wagner, C. E. Hawley; judges, Albert Trego, F. D. Owen; clerks of the course, Clarence O. Allen, Joseph Leaming.

All amateur races were for gold (first), and silver (second), medals.

The Capital Club gave an interesting drill, and Rollinson his usual exhibition of a beginner. Everything connected with the tournament was well managed.

RACES for one and five miles will be held at Cazenovia, N. Y., 4 July. There will also be a slow race and a fancy-riding contest.

JOHN S. PRINCE writes us that he likes Washington much, and thinks of making that city his permanent home. He expresses great confidence in his ability to beat Higham.

PRINCE and Higham have signed articles for three races, to decide the championship of the world, and a stake of \$500. The first race will be five miles, and take place in Washington, D. C., 30 June, at 5 P. M. The second race of the series, twenty miles, is to take place one week after the first race, and the last of the series, ten miles, two weeks after that.

THE Maryland Bicycle Club, after referring the challenge to ride a road race, from four unattached amateurs, in Baltimore, to their captain, have been unable to find any one in the club willing to enter in the face of what they consider certain defeat. The challenge and the medal are now open to any amateur in the world. Particulars will be found elsewhere in this week's issue.

A COMMITTEE of three rode over a course on the shell roads outside Baltimore last week to pick out a suitable route for a road race. The gate of the cemetery, corner Boundary avenue and Mine Bank Lank, was settled on at the start, the run to be the Monument House, beyond Keller's Pavilion, and return. The road is all oyster shell, the first three miles very hilly, the next two or three easy grades, and then about seven almost level, where some fast time can be made. The finish will be up a very cruel hill, about one foot in eight, for fifty yards, then half a mile level, then up three successive heart breakers, about one foot in twelve and a quarter-mile long. The total distance nearly twenty-two miles. Competitors can walk or ride hills. Gold medal to first, silver to second. Open to any amateur. Date will be announced, probably early in August.

PREPARATIONS for the city Fourth of July bicycle races on the Common are being actively made. A committee representing the city, assisted by Capt. Everett, of the Boston Club, Capt. Claffin, of the Massachusetts Club, and Capt. Howard and Mr. Harris, of the Ramblers Club, have made arrangements for a track which will follow as far as possible the walks already in existence. Where it is necessary to leave the walk, the sod is to be removed and a hard gravel track constructed, thus giving a hard surface for the entire distance. The track will be a quarter of a mile round, and it is intended to make it one of the best in the country for this purpose.

BALTIMORE, MD., 16 JUNE. — There was a very pretty five-mile bicycle race at Druid Hill this morning at 6 A. M. for a silver medal. The winner, Mr. J. E. Duker, of the Maryland Bicycle Club, rode with excellent judgment, reserving himself for the final pinch, when he went to the front in splendid form, and won in 19m. 20 $\frac{1}{2}$ s., the defeated competitors being E. E. Williams, who came in second, C. R. Evans, and M. F. Reese. Next Saturday morning at seven o'clock the ten-mile race for the championship of Maryland and the Griffith medal (a beautiful trophy) will take place on the same course.

IN the weekly scrub races at Baltimore they have adopted bright colored caps, instead of numbers, to designate the contestants. The caps are made of silicia, $\frac{7}{8}$ size, with a strip of narrow elastic three inches long sewed into the back on the band to contract the cap to $6\frac{3}{4}$, so that the play of the elastic will fit the cap to any head. They are very showy, and the competitors can be distinguished at a great distance. The idea is Mr. Foster's, who had the caps made. They only cost eleven cents each.

'CYCLING INSTITUTIONS

Canadian Wheelmen's Association.

THE first annual meet of this association, to be held in London, Ontario, on Monday, 2 July, promises to be a great success, and those wheelmen who may be able to be present will, doubtless, have a most enjoyable time. Visiting 'cyclers will be met at the Grand Trunk Railroad. Dinner will be served at the Tecumseh House from one to four o'clock. Punctually at 2.45 P. M. the parade will be formed on Richmond street. Clubs will take precedence in order of date of joining the association, the leading club taking up its position opposite the City Hall. Unattached riders will form up in rear. The parade will start at three o'clock, in single file, under the direction of the captain of the local club — the marshal for the day. The races will be commenced immediately on arrival of the wheelmen at the grounds. One mile, championship of Canada, best two in three heats; five mile, championship of Canada; two mile, Green race, open to all members of the association who never won a race; one mile, best two in three heats, open to members of the Forest City Bicycle Club only. Suitable championship trophies will be provided. Entries for the championship races must be received by Mr. Jas. S. Brierly, secretary-treasurer C. W. A., St. Thomas, not later than Saturday, 30 June. Fee \$1.00, returnable to actual starters. Entries for the other races may be made up to 2 P. M. on 2 July. All entries must contain name, address, and colors of rider, and height and name of machine to be ridden. The association will hold a business meeting in the rooms of the Forest City

Bicycle Club at eight o'clock in the evening.

ANNUAL MEETING OF MASS. DIVISION, L. A. W. — The annual meeting of the Massachusetts Division, L. A. W., was held at the New Marlboro' Hotel, Boston, Wednesday, 13 June. Twenty-six members were present. The meeting was called to order at 8.15 P. M. by Chief Consul Hill, who welcomed the company and expressed his regrets at the small attendance, though he hoped the gathering was a representative one. The secretary, F. P. Kendall, was detained at home by sickness, and A. L. Fennessy, of Springfield, was chosen secretary *pro tem*. Consul Hill, for the committee on road signs and stencils, reported that one hundred sign boards had been made as ordered, and that a few had been put up. The stencils are ready for delivery to consuls, and many are now in use.

Consul Hill for the special committee on by-laws, submitted a draft of laws for the government of the body, and these were taken up *seriatim* and discussed.

Much debate arose over what was considered to be too much power given to the executive board. This board was made to consist of the chief consul, the representatives, the secretary, and the treasurer, and was invested with the power and duties of the full membership in the interim between the meetings.

Mr. Ducker, of Springfield, urged that this was too great a centralization of power, and hoped that the division would consider the individual wheelman, and make him a more important factor in the conduct of the League. He suggested a committee subordinate to the executive board which should consist of representatives elected by the clubs.

Mr. Williams, of Boston, was opposed to the club idea. He wished to avoid the charge which might arise that this or that club was running things. He hoped the unattached riders would not be forgotten.

Several plans for forming this committee of representatives were offered, but all were laid aside with the understanding that an amendment to the by-laws carrying out this idea would be submitted to the membership for a mail vote at an early day.

The by-laws were adopted, after several amendments, and a printed copy will be furnished to each member of the division.

A vote of thanks was passed to ex-Chief Consul Pratt, Chief Consul Hill, and Secretary Kendall for their generosity in bearing the expenses of the division until the payment of the special appropriation by the L. A. W.

The following officers were elected: Secretary, F. P. Kendall; treasurer, C. P. Shillaber. It was voted to be the sense of the meeting that a general meet be held in the fall, and the matter of time and place was left to the executive board.

THE annual meeting of the L. O. W.

will be held at Columbus on 27 August. On that and the following day, the annual meet and tournament will take place, the programme of which will be announced later. Wheelmen of Ohio should make it a point to attend. Non-resident wheelmen will be welcome, and we promise them a glorious time. The executive committee of the L. O. W. will meet at the Neil House, Columbus, on Wednesday, 4 July, at 9 A. M. As important business in connection with the August meet is to be disposed of, every member of the committee is urged to be present.

Notice to Ohio L. A. W. Members.

YOU are requested to attend a meeting at Columbus on 27 August, for the purpose of organizing a permanent State Division, in accordance with the constitution, for the adoption of a code of by laws, election of officers, and the transaction of such other business as may be brought before the meeting. It is hoped that every member will attend, and that wheelmen in Ohio, not members of the L. A. W., will send in their applications at once.

C. J. Krag, of Columbus, is hereby appointed secretary, *pro tem*, and D. E. Barnum, of Springfield, treasurer, *pro tem*, of the Ohio Division.

The dues for the League year ending 30 May, 1884, are now payable, and should be sent to Division Treasurer (*pro tem*) D. E. Barnum. Applications for membership must be sent to Secretary (*pro tem*) C. J. Krag. Fraternally,

H. S. LIVINGSTON, Chief Consul.

CINCINNATI, 15 June, 1883.

CURRENTS CALAMO

WE ran across "J. Park Street" the other evening, on his little "Cheylesmore," and at the next turn in the street met a young man on a "Salvo." Surely the trike is becoming popular.

THE official organ is very late in reaching us. We rarely receive it until Tuesday.

STALL evidently has mistaken his calling; he would have made a first-class baggage smasher.

HODGES has been at it again, and was seen racing with a fire engine over the paving of Tremont street, a few evenings since, on a trike. We are pleased to announce that the engine got left.

BICYCLERS riding to Beacon Park are requested to dismount on reaching the grand stand, and walk with their machines, instead of riding around as they have been in the habit of doing.

THE advent of the American Star has brought up a new amusement. These fine moonlight nights the happy possessor of a "Comet" hies away to the steepest hill he can find, and indulges in coasting to his heart's content. Contrary to the old-fashioned style of the winter sport the rider is enabled to ride up the hill as well as down.

WHEELMEN are allowed in Central Park, New York, from midnight to 9 A. M., and then only upon showing a pass signed by the secretary of the L. A. W.

ST. JOSEPH, MO., is now shaken to its centre by a proposition to exclude bicycles from the highways.

HARRY W. TURNER, the trick rider of the Chelsea, Mass., club, is located at New Britain, Conn., for the summer.

WILLIAM MASON, of Taunton, Mass., lately deceased, was the inventor of the hollow rim and spokes as applied to the driving-wheels of locomotives.

At the Industrial Exposition recently held at Troyes, France, while a number of English bicycles and tricycles were shown, there was not a single machine of French manufacture.

ACCURATE work. A carpenter works within one-sixteenth of an inch; a blacksmith within a blacksmith's hair, — usually very course. With some machinists one one-hundredth inch is considered close work; one one-thousandth inch and one fifty-thousandth is the limit attained to by others. The limit for bicycle work is probably much nearer one one-hundredth than one one-thousandth of an inch. The part of the machine that needs the most accurate work — the balls — are only made true within one one-thousandth of an inch.

SECRETARY KENDALL, of the Mass. Division, L. A. W., is at Marblehead Neck, Atlantic Cottage.

THE Rev. S. H. Day recently rode from the Boston Highlands to South Abington, a distance of twenty-three miles, without a dismount, although he had to ascend and descend a number of very steep hills.

BICYCLING has received quite a boom in Brockton recently. A new club, called the Union Bicycle Club, has been organized this summer, and has already quite a large membership. A four-lap cinder track is being built for their use, and as soon as completed the clubs intend holding a large race meeting on it.

AGENTLEMAN in this city has had a novel appendage placed on the forks of the small wheel of his machine. This consists of a music-box, so arranged that the revolutions of the wheel set the mechanism of the instrument in motion, and the enterprising wheelman is thus regaled with charming music on his lonely tours along the rural highways. — *Cincinnati Times-Star*.

MR. E. H. NULLE, of Hillsboro', is the owner of a Royal Salvo tricycle, to which he has made an ingenious and useful addition. The machine has a front steering-wheel, and Mr. Nulle has constructed a small seat directly above this wheel, on which he places a little year-old Nulle, whom he takes out with him on his tours. This new style baby carriage ought to become very popular. — *Cincinnati Times-Star*.

THE wheelmen of Wappinger's Falls, N. Y., are about to form a local club.

THE approximate total membership of the C. T. C. is 8,193.

A. G. CARTER, bicycle agent, of New York, has sold his business and gone West.

WHEEL CLUB DOINGS

"KEOKUK" writes us that "The suit of damages for \$20,000 brought against the Keokuk Bicycle Club by two Illinois women came up for trial Monday, 4 June, and the counsel for the club had the case transferred to the United States District Court at Springfield, Ill., for the next January term. This is where the case properly belongs. The club are going to work the case hard, and make it as hot for the parties as they possibly can, now that they have forced them into it."

THE Essex Bicycle Club has arranged for an informal run from Newark to Long Branch, N. J., to take place on 3 July. Outside clubs and bicyclers are cordially invited to participate. Full particulars can be had from Herbert W. Knight, secretary Essex Bicycle Club, Newark, N. J.

At the annual meeting of the Citizens' Bicycle Club, held at their rooms, No. 2 E. 60th street, on Tuesday evening last, the following officers were elected for the ensuing year: President, Rev. Thomas McKee Brown; vice-president, Fred. G. Bourne; captain, Dr. N. M. Beckwith; first lieutenant, Geo. E. Dunlap; second lieutenant, Wm. A. Bryant; secretary, Thomas C. Smith; treasurer, Frank J. Pool; executive committee, George A. Wells, Richard Nelson, John C. Gulich, Wm. H. Book. A proposition to build a new clubhouse was considered, and half the necessary funds were raised on the spot.

ÆOLUS BICYCLE CLUB, Paterson, N. J., organized March, 1883. Officers: President, Wm. G. Norwood; secretary and treasurer, A. Decker; captain, Chas. D. Cooke; bugler, John N. Nightingale. Uniform, gray pants and coat with soft hat of same color, black stockings. Colors, blue and white.

G. G. VARNEY, of the Star Wheel Club, East Rochester, made a seventy-five mile run 6 June, with the thermometer at 94°. Running time, 9h. He rode a 51-inch Star, and much of the route lay over sandy and dusty roads.

THE Massachusetts Club is to be represented on the "Down East" trip by eight men: President Williams, Lieutenant Chandler, and Messrs. Waters, Day, Pettee, Pierce, Elwell, and Lamson, the last three residents of Portland. Messrs. Williams and Chandler wheeled to Newburyport (fifty and a half miles) Monday morning, arriving in season to take the 2 P. M. train from that place to Portland. Mr. Waters took the Saturday boat, and Messrs. Day and Pettee the Monday boat for Portland. The party, numbering between thirty and forty, started from Portland at 6 P. M., Monday, the 18th, by boat for Eastport, where they take wheels for what promises to be a most successful tour.

THE St. Paul (Minn.) Bicycle Club was formally organized Monday, 11 June, with the following officers: President, A. F. Merrill; captain, Fred. S. Bryant; first lieutenant, W. J. Howard; second lieutenant, Gardner Corning; secretary, E. F. Wells; first sergeant, Dr. C. E. Hale; second sergeant, J. B. Meiz; color bearer, Charles L. Johnston; first bugler, H. L. Benz; second bugler, Joseph H. Ames. The initial membership of the club numbers eighteen. The club at the outset took a decided stand against the use of sidewalks for riding purposes, and propose to enforce this rule rigidly, confining the wheels to the streets.

THE Nashville (Tenn.) Bicycle Club has just issued a neat hand-book containing the rules and roster of the club. We notice that the club does not allow runs on Sunday. L. N. Jesunofsky is secretary.

THE picnic of the Boston Tricycle Club on last Saturday was a great success, though the attendance of tricyclers was quite small. Five singles, a double, and a dozen bicyclers made a very pleasant party. A. A. Hathaway, of the Milwaukee Tourists, rode on a Salvo sociable with the genial colonel (of the Cunningham Company) and apparently enjoyed the new experience.

E. E. MERRILL (the pedestrian), of the Ramb'ers, met with a severe accident a few days since while coasting on his bicycle.

SECRETARY HEMENWAY, of the Tremonts, and Moseley, of the Bostons, are recovering from severe falls.

REPRESENTATIVE CLARK is ambitious to surmount Corey Hill. With a little practice we should say he could do it from the exhibition he gave us of his powers a few days since.

THE first lady tricyclist registered at the Boston's Club House was Mrs. B. L. Knapp, who rode in from Jamaica Plain on Monday on a Victor Rotary.

THE Albany Club, with a membership of forty-five, is now in a most flourishing condition. The club rooms have been neatly painted and papered, lockers and furniture supplied, and with a handsome upright piano, and many other musical instruments, the members have every facility to enjoy themselves. Among the attractions to be added shortly is a shower bath, messenger box, electric light, and club cat (when it is weaned). Great preparations are now being made for our annual 4 July visit to Cobleskill, where it is intended to have a masque parade on wheels and a race for a handsome prize offered by the citizens of Cobleskill. The tour of the club to Boston in August will be the event of the season, and the members are now planning their summer vacations that they may go on this, the first long tour of the club.

FIFTY-INCH.

THE Columbia Bicycle Club (S. C.) will celebrate its anniversary, 7 August, by a bicycle race on the track adjoining the Fair grounds, the prize being a club gold medal, which the winner will wear one year. Two of the members, Messrs. G. M. Berry and D. A. Childs, have ordered nickel-plated bicycles from England.

AT the third annual election of the Rockingham Bicycle Club the following officers were chosen: President, Frank J. Philbrick; secretary and treasurer, A. H. Sides; captain, W. W. McIntire; first lieutenant, Goodwin Philbrick; second lieutenant, Frederick Bradford. A five o'clock morning run is called every Thursday, and thus far, have been well attended. The club has doubled its active membership this spring. Gold medals have been offered by Ex-Chief Consul C. A. Hazlett to the members who shall accomplish the distance from Portsmouth to Boston and return within twenty-four hours.

Transportation.

CHESAPEAKE and Ohio Railway, Columbus, Hocking Valley and Toledo Railway, and Montrose Railway will carry bicycles free.

CHICAGO, 9 June.

B. B. AYERS.

To wheelmen participating in the Canada tour of the Chicago Bicycle Club, the Michigan Central Railroad will make a reduced rate of two cents per mile from all its stations in Michigan, Illinois, Indiana, Ohio, and Canada.

CHICAGO, 14 June.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers To Correspondents.

G. A. W., New York. — Thanks. We appreciate your kindness.

E. F. TOLMAN. — Thanks for route.

F. S. B., St. Paul.—Thanks for clipping. Please keep us posted.

C. E. H., Washington.—Thanks for clippings.

G. N. O., Philadelphia.—Thanks for paper. Have made a note of it.

P. B. ROBERTS, Ithaca, N. Y.—You can get a very good route book by sending twenty-five cents to A. Worthington, secretary, Springfield, Ohio, for one of the Champion city Wheelmen's log book. It is small and easily carried in the pocket. We are under the impression that the route wanted has been described, but fail to find it. If you will write to Karl Kron, Washington square, New York city, we think he will give you the desired information. Let us hear from you often.

T. B. M.—Thanks.

J. B. B., JR.—Thanks for news.

FIXTURES

Saturday, 23 June:

Kings County Wheelmen. Races at the Williamsburgh athletic track.

Boston Club, 2 P. M., to Waltham.

Baltimore, Md., ten-mile race at Druid Hill Park.

Newton Club, 2:30 P. M., to Downer Landing.

Sunday, 24 June:

Laramie Bicycle Club, to Sherman.

Boston Ramblers, 9 A. M., to Nahant.

Boston Club, 9:30 A. M., to Salem.

Saturday, 30 June:

Beacon Park, Boston and Newton Club races. Entries to C. L. Clark, 42 Bedford street, Boston.

Boston Club, 6:30 P. M., supper at Cattle Fair Hotel, Brighton.

Milwaukee Club, fourth annual tour.

Washington, D. C., Athletic Park, five-mile race for the championship of the world. Prince and Higham entered.

Sunday, 1 July:

Chicago Bicycle Club start from Ann Arbor on Canadian tour. Wheelmen desiring to join in the tour are invited to do so. Address the secretary, 189 Michigan avenue, Chicago.

Laramie Bicycle Club, to Cheyenne Pass and Table Mountain.

Boston club, dine at Cobb's.

Monday, 2 July:

Canadian Wheelmen's Association meet and races.

Tuesday, 3 July:

Albany Club leave for Cobleskill.

Wednesday, 4 July:

Newton Club, fancy dress parade, 6:30 A. M.

Williamsburgh Athletic Club two-mile bicycle handicap. Entrance fee fifty cents. Entries close 27 June, with G. R. Smith, secretary, at grounds, Wyth avenue, Penn and Rutland streets.

City of Boston Bicycle races.

Rochester (N. Y.) Club, races at Falls Field Park.

Millford, Mass., bicycle races.

Springfield, Mass., bicycle race at Hamden Park.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 52-inch Harvard Roadster, full nickel-plate, ball bearing to the big wheel, cone to the rear; saddle bag, oil can, and wrenches, automatic bell. Cost \$163; will sell for \$85. TERRE HAUTE, IND., 424 Main street.

FOR SALE.—A Victor Rotary tricycle, has been used but three weeks, and is as good as new; make an offer. F. L. CAULKINS, Springfield, Mass.

FOR SALE VERY CHEAP.—A 54-inch full-nickelled American Sanspariel, been used six months, splendid condition, cost \$142.50, will sell for \$110; two large for owner. Address FORNEY REESE, care of S. T. Clark & Co., Baltimore.

TO EXCHANGE.—A Long Range Remington Creedmoor Rifle, value \$85, used but a few times; will exchange for a 52-inch Standard or Columbia bicycle, in good condition. S. E. IRLAM, Ilion, N. Y.

FOR SALE.—A National tricycle, in splendid condition, new this spring. STALL & BURT, 509 Tremont street.

FOR SALE.—A 56-inch 'Xtraordinary Challenge bicycle, latest pattern, balls to levers and both wheels; also, a Coventry Rotary tricycle, No. 2, balls to all wheels, crank-shaft, and pedals; both of the above machines are nearly new and in perfect order, and will be sold low; can be seen at STALL & BURT'S, 509 Tremont street, Boston.

FOR SALE.—A 55-inch Royal Mail, racer, one of the best racing machines ever imported; cost \$150; will sell for \$115. A 55-inch light roadster, Yale, in first-class condition, \$115. A 48-inch central-geared Coventry Rotary tricycle, \$150. Address, J. S. DEAN, this office.

FOR SALE.—A 54-inch Standard Columbia, cradle-spring, cyclometer, luggage carrier, M. I. P. bag, H. & T. automatic alarm; all in No. 1 condition; in use six months; cost \$123; price, \$90. Address, M. D. DANIELS, Kuggles, Ohio.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,
NEW YORK.

Bicycle and Tricycle Races

At BEACON PARK,

Saturday, 30 June,

At 4 O'CLOCK P. M.,

Under the Auspices of the

BOSTON AND NEWTON BICYCLE CLUBS.

Races: 1 mile handicap bicycle; 3 mile scratch; 5 mile handicap; and 3 mile tricycle. Open to all amateurs. One mile club race, open to members of Newton Club only. One mile handicap, open to members of Boston Club only. Entrance fee, 50 cents. Entries made to C. L. Clark, 42 Bedford Street, Boston. Entries close for handicap 23 June; other races, 27 June. Entrance fee returnable to contestants covering the entire distance. First and second prizes for each race. Trains leave Boston and Albany Railroad Depot for Allston, 3:05 and 3:45 P. M. Horse-cars leave Bowdoin Square every 15 minutes.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

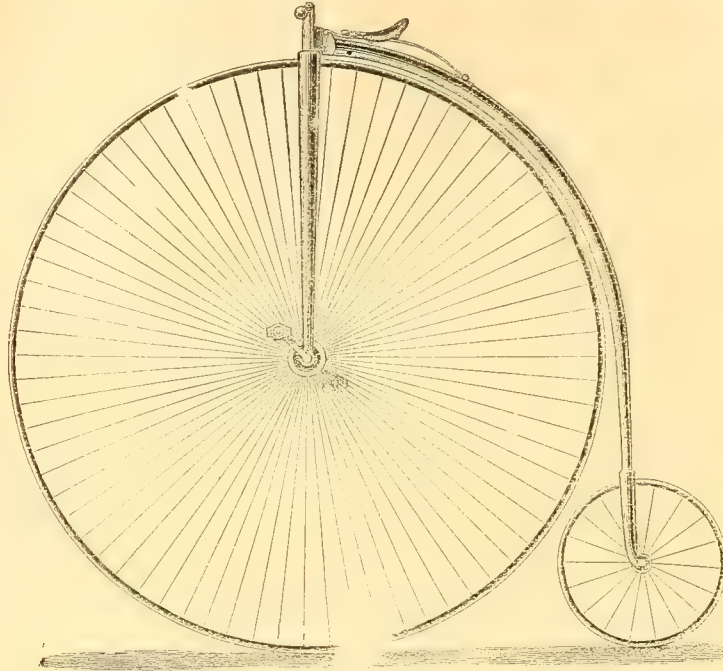
Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

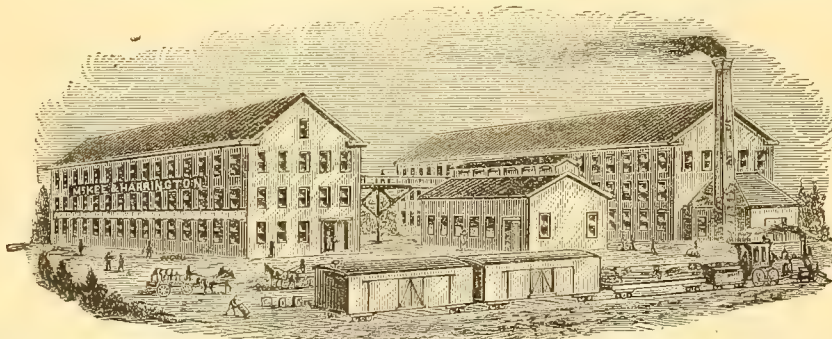
HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.



REDUCTION IN PRICE.

THE UNION BICYCLE,

A High Class, Elegant, Durable Machine,

Made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch \$81.

McKEE & HARRINGTON,

173, 175, 177, 179 Grand Street, NEW YORK.

Send 3-cent Stamp for Catalogue.

Under License from Fope Mfg. Co.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
DAYTON, OHIO,

For large Illustrated Price List of New and Second-Hand Machines.

Second-hand Bicycles wanted.

ARAB CEMENT

For Fastening Rubber Tires.

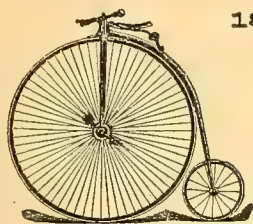
STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.



R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,

Importer of Various Kinds of

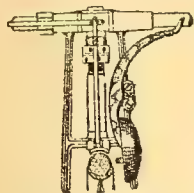
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

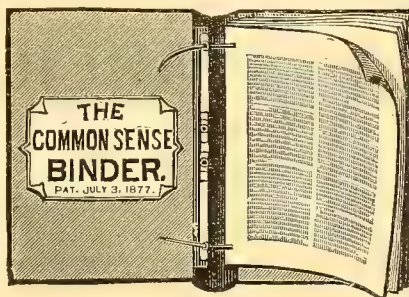
Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.



Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212 No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

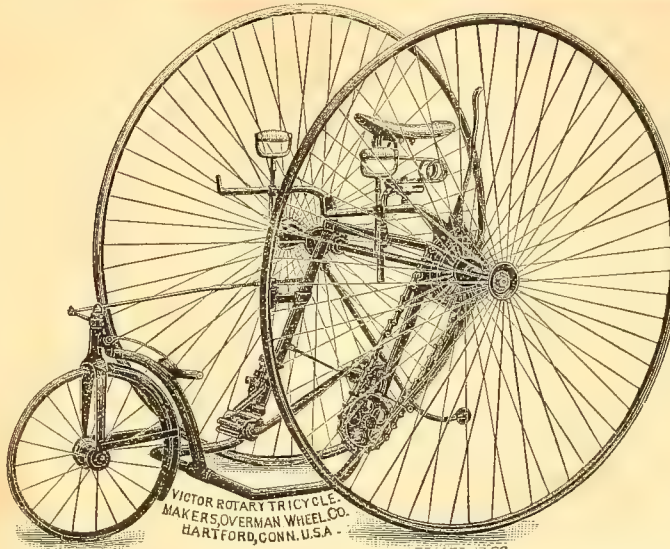
PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten B trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

Licensed by the Pope Manufacturing Co.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

STALL & BURT,

509 Tremont Street, Odd Fellows Hall.

SOLE NEW ENGLAND AGENTS FOR

THE SANSPAREIL ROADSTER,

Light Roadster and Racer, and

THE AMERICAN BICYCLE.

THE AMERICAN STAR,

A PERFECT SAFETY BICYCLE.

THE VICTOR ROTARY,

The First and Best American Tricycle.

A FULLE LINE OF SUNDRIES.

SEND 3-CENT STAMP FOR CATALOGUE.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. E. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 29 JUNE, 1883.

Volume VII.
Number 8.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,

357 WASHINGTON ST., BOSTON.

ARAB CEMENT

For Fastening Rubber Tires.
STRONGEST KNOWN!
We Guarantee Satisfaction.
25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

WHEN YOU SEE

"HARRINGTON'S ENAMEL"

Stamped on Frame of Your Bicycle You will Know

That it will not chip off nor crack.
That it will look well while machine lasts.
That you can leave it months without attention.

That neither mud nor salt water will hurt it.
That you can borrow a machine to rub, as yours won't need it.

For prices and particulars, address the sole American proprietors.

OVERMAN WHEEL CO., Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

FACTORIES.

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England.

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "London," the "Stanley," the "Matchless," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2} \times 1$ inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

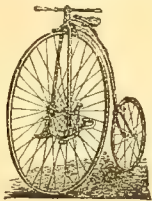
Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

For a Meet or Drill, every Club requires a Flag.

Nickel-Plated Flagstaff, with Handle-Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTHS' IDEAL BICYCLE

ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and large dealers specially solicited.

Goods at retail sent only to places where dealers do not handle them.



R. P. GORMULLY,

40 Canal Street - - CHICAGO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

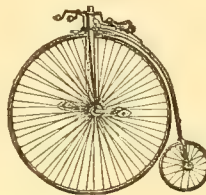
For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



ENGLISH
Bicycles and Tricycles,
American Sanspareil and
American,
Second-hand and Repairing.
Also Cable Fencing.
A. G. POWELL & CO.
218 S. Tenth St., Phila., Pa.



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

HARWOOD'S SAFETY STEP



No 4.

Is made in four styles, to fit any machine without drilling new holes in backbone. The bevelled teeth prevent tearing the clothing, and secure firm foot-hold in mounting. The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut represents the new style of No. 4 Step adopted by Stoddard, Lovering & Co. on the British Challenge. Price: Crocus-polished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - MASS.

The Bicycling World

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

H. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1208 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 29 JUNE, 1883.

CONTENTS

Editorial: A 'Cycle Show; Notes	89
Correspondence: Front or Rear Steerer	90
Capital Club's Dinner	90
Montreal Murmurings	90
Currente Calamo	91
'Cycling Institutions	92
Racing News	92
Wheel Club Doings	94
C. T. C.	95
Notes, Queries, Etc.	95
Fixtures	95

A 'CYCLE SHOW.

THE Springfield Club has many irons in the fire, and, so far as we are able to judge, is keeping them all hot. The latest scheme to be shaped on its anvil is the proposed exhibition of bicycles and tricycles. Whatever the club may be doing to promote its own interests and those of 'cycling, there is nothing with which we are so much in accord as this. The benefits which will accrue therefrom both to dealers and riders are manifold. We have many times set them forth in these columns, and perhaps they need no repetition now. If the show receives the support it should from dealers and makers, it will be an emporium to which

wheelmen will come from all parts of the country to select their mounts. Those who are far removed from the trade centre will be able to see the latest improvements, and the results of skill and experience. Those who have been riding poorly-constructed machines, because they knew of nothing better, will chose their wheels in the future with educated discrimination. The dealers will have to compete with each other on equal terms, while the too common practice of disparaging rival makes will be of little avail. Each visitor will be in a position to judge for himself and make his own comparisons. As tending to promote the interests of 'cycling, we are heartily in favor of this exhibition, and will do what we can to further its interests. That it will be a success we have little doubt, though much hard and consistent labor is necessary to bring about the desired result. We are informed that many foreign makers are in favor of and even desire it. One of our prominent firms has already agreed to receive foreign machines, and will look after the interests of all who will favor it with consignments. All of our American dealers and manufacturers will doubtless lend their aid to this enterprise. We have conversed with some of them, and they are in favor of such an exhibition, and will endeavor to make creditable exhibits. The work of THE BICYCLING WORLD will come mainly after the show is over, and we can promise our readers a fair and impartial commentary on all the exhibits.

WE think the South Boston *Inquirer* is right when it says that offering a diamond pin to secure League members is "carrying the chromo business too far." A strong, healthy organization should not require that kind of bolstering.

WITH few exceptions the general press are inclined to ridicule the privileges given to 'cyclers in Central Park on account of the absurd restrictions as to time. From twelve midnight to sunrise in the morning is certainly not the time when the average man wishes to take his exercise or is in just the mood to enjoy, if he could see them, the beauties of New York's pleasure ground. These concessions are, however, a step in the right direction, and will doubtless be increased in due course of time. We do not, however, think that so much red tape to secure permission to ride in the

park when no one else wishes to use it is at all necessary.

THE confining the use of the park to League members is clearly unjust. Any wheelman should be entitled to use its roads. The law will take care of him if he is reckless and manages his carriage so unskillfully as to be a nuisance. There are just as good riders out of the League as there are in it. These have rights which should be regarded. The policy pursued in this case is wrong, and does not carry out the idea of the League's constitution.

THE *Wheel* still adheres to its idea of an 18-inch standard of measurement for race tracks, but no longer points to the example of England since the Bicycle Union has established the 12-inch standard. It was not many months ago that our contemporary was very anxious to follow in the lead of England in order that we might have a comparison of records. Where is that anxiety now? We have always urged the 3-foot standard, taking into consideration the present condition of our racing tracks. When we have such tracks as England can boast we may come to the 12-inch standard; in the meantime, let us adhere to the present distance. A change to eighteen inches means nothing save a uniform measurement with other branches of athletic sport, whose conditions are different from ours. The N. A. A. A. is a very fine organization, but a few of us outside of New York believe that the L. A. W. should take the lead in bicycling, and not allow itself to be swallowed by the long-named society. The society has already gobbled up our championships, and it cannot show above a third-class rider to justify its claims to the trust.

WE have frequently urged wheelmen to keep off the sidewalks. They have no business to ride on them. It has always been maintained by 'cyclers that they had a legal right to the use of the public roads, and yet many take every opportunity to avail themselves of a smooth bit of sidewalk. We are led to refer to this subject again because we noticed, a few days since, that the Cambridge city government had been petitioned to enforce its ordinance against riding on the sidewalk. Such an ordinance is a very proper one, and we see no reason why it should not be enforced. There

should never have been any cause for its enforcement. Many of the Cambridge roads are bad, but even this fact does not justify the breaking of the law.

THE time is fast approaching when the ladies will be riding the three-wheeler in such numbers that they will naturally be looking for "club" accommodations, or something akin to that requisite to male happiness. "A word to the wise:" It behooves the progressive clubs to cultivate and secure this very desirable element of tricycling. Bicyclists have always been looked upon as a selfish set by a proportion of the fair sex, and it is a just but unavoidable accusation.

MAN is a gregarious animal, and especially is this true of the young man when the sexes are brought together by some mutual interest. We hail the tricycle and its fair rider as a factor of vitality in our wheel world of which we have sore need. There are many reasons why our leading clubs should take this matter in hand at once. We want to encourage and help the ladies to adopt the tricycle, the very natural dislike to making themselves conspicuous being one of the most serious difficulties to be overcome.

WE shall look with interest on the growing disposition of the ladies to join us a-wheel, and we shall regard the club who initiates the new departure of having lady members, in some shape, as a missionary of the right stripe.

WE notice that some clubs have anticipated this need, and provide, in one way or another, club membership for the fair sex. The most notable examples we have in mind are the New York Bicycle Club and the Newbury (Mass.) 'Cycle Club. One of the recent C. T. C. *Gazettes* contained the applications for membership of twenty-five ladies.

THE city of Boston will give the following bicycle races as a part of its celebration on 4 July next:—

A professional race of five miles, and four amateur races of one, two, three, and five miles, respectively. A track is being prepared on the parade ground on the Common expressly for these races, in accordance with suggestions made to the committee in charge by experienced wheelmen, and it is believed that it will be very satisfactory. The races have the sanction of the League of American Wheelmen, and it is hoped that there will be a large number of entries. These are all free and may be made personally or by letter to Wm. H. Lee, City Hall, Boston, on or before 2 July. There will be a first, second, and third prize in the professional race of \$50, \$30, and \$20, respectively, and there will be a first and second prize in each of the amateur races. These will be medals, either of gold, or of appropriate combinations of gold and silver.

CORRESPONDENCE

[This department is open to communications relating to bicycling: the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Front or Rear Steerer.

Editor Bicycling World:—Why it is that a trike bowls along so easily one day, and on the next is possessed with an evil disposition no one but the most intimate friend of the rider thereof can find out. He, or more often *she*, can find the solution in the general state of mind of the triker, whether the supper was late the night before, the last mail had duns in lieu of remittances, or the girl of his heart had for a seasonable change become a refrigerator.

The road does not matter; it may be stiff or hard as a billiard table: or it may be streaked with "a strake of fat wid a strake o' lane"; it makes no difference. The trouble is in himself and he cannot run away from that. Perhaps the most joyous ride the writer ever had was through mud that left a crust an inch thick right down the line of his backbone. *How?* Oh, my little wheel kicked it thither; one of the advantages of rear steering. It was accurate shooting, though, and, on the other hand, a little cloud once spoiled a beautiful day for a rider I know, and his wheel went careering constantly into the gutter. None of the above reasons, however, account for the following:—

Scene, Columbus Avenue, 7 A. M., and a perfect morning. Enter a tricycle, coming at full speed. Item, a dray backed up against the curb.

The trike sails swiftly down, and makes a graceful sweep around the horse's nose. As a passing lady pauses to admire, it curves as shifts a swallow in its flight, and topples slightly—

"Then like a diver shot he from his seat,
And prone his locks were mingled with the dust,"

and that triker rises sadly, slowly, to a sitting posture, and meditates deeply upon ways made and provided for gathering rents in arrears, as he discovers a thrill of cold air entering a hole in his panoply. 'T was well a passing wheelman had a pin.

Hæc fabula docet, that it is not well to rely on breadth of beam and fancy that it warrants carelessness. Often, in running a long grade, I catch my wheels swaying from side to side, and know that if my wrist is not responsive and quick to "meet her with the helm" there will be a wreck along there somewhere. I usually put on the brake when it comes to that. How is it with front steerers? I met a brother on a Victor Rotary last eve. Will he rise and expound to

J. PARK STREET.

15 JUNE.

The Capital Club's Dinner.

AFTER the races, a report of which is in another column, the Capital Bicycle

Club gave a dinner at the Riggs House. The dining-room was tastefully decorated and the *menu* was elaborate. There were about fifty persons present, among whom were President Howard, Capt. Seeley, Messrs. Donn, Flint, Beall, Gordon, H. S. Owen, F. D. Owen, P. T. Dodge, C. R. Dodge, Cram, Lane, McCook, and Borden, of the Capital Club; Capt. Penniman, Messrs. Schone, Clark, Chesney, Lord, Price, Trego, and Griffiss, of the Maryland Club; Messrs. Hall, Pressey, Chickering, and Findlay, of the Star Club, of Smithville, N. J.; Mr. Howard, of Columbia College, N. Y.; Col. F. A. Seeley, Mr. C. E. Hawley, F. S. Rollinson, H. W. Higham, J. S. Prince, and Tom Harrison.

After the solids were removed, President Howard, of the Capital Bicycle Club, made an address, in which he said that after a very successful race meeting and a good big dinner the guests were all probably in a proper frame of mind to talk the thing over. He welcomed the visitors, and expressed great gratification in having been able to do so.

He then introduced Col. F. A. Seeley, who made a happy address. He dwelt particularly upon the advantages wheelmen had in Washington, and added his hearty welcome to that of the president.

The toast, "The Maryland Club," was responded to by Acting Captain Penniman in a pleasant manner. The toast, "The Star Club," was responded to by Mr. Hall.

Mr. C. R. Dodge made some remarks about "Wheel Literature," Mr. C. E. Hawley on "The League of American Wheelmen," Mr. Higham on "English Wheeling," and remarks were made by Capt. Seeley, Mr. H. S. Owen, and others. The banquet was concluded by a club hymn, "*Vive la Chat*," and the Maryland boys were escorted to the train by a delegation of "Capitalists."

Montreal Murmurs.

SATURDAY, 16 June, was a gala day with Montreal wheelmen. An invitation having been received from the three Messrs. Paton, members of the club, to dine at their boat-house, at Valois, sixteen miles from our club quarters, on Mansfield street, some thirty members accepted the invitation, through the medium of the honorary secretary, and, to add further to the eclat of the occasion, the president offered a gold medal for a handicap race thither; this was speedily supplemented by a silver medal from the vice-president for second prize, and as rapidly was added another silver medal by the honorary secretary, who was determined not to be left "out in the cold." These three prizes produced an entry of twelve, of whom eleven ultimately faced the starter. Punctually at 2.45 P. M. Second Lieutenant Campbell marshalled some fifteen men in line, and at 2.50 started them for Valois, where they arrived in an hour and a half after a smart ride against a brisk head wind. The secretary started the races thirty minutes later,

the following being their names, with the handicaps and times of the first seven :—

	h.	m.	s.
1. G. H. Hill, 20 minutes,	1	25	
2. W. G. Ross, scratch,	1	09	50
3. J. H. Low, " "	1	09	56
4. R. Darling, 11 minutes	1	23	30
5. I. A. Muirhead, 6 "	1	19	20
6. A. Arthur, 4 "	1	20	40
7. J. G. Darling, 9 "	1	26	05

W. McCaw, D. W. Allan, A. E. McNaughton, and W. J. Farquharson.

Almost on the heels of the last men came the honorary secretary, who had driven out with a fast horse and the coats, flannels, etc., of the racers. Then were we welcomed by a numerous assembly of the residents of Valois, of both sexes, besides a large number of visitors from Montreal, who went out by special train to join in the festivities. After a refreshing plunge in the river, which is there widened by a deep bay to a breadth of seven or eight miles, all the hungry wheelmen sat down, each with a "jeune demoiselle" by his side, to a luxurious repast. There were so many visitors that the tables had to be laid twice, while under their combined weights the centre of the floor subsided some six inches. After dinner the evening was spent in music, dancing, boating, sailing, and last, but not least, flirting, until ten o'clock produced a general stampede for the station, whence a special train bore the revellers back to the city, thus ending one of the pleasantest days in the history of the Montreal Bicycle Club. Returning to the subject of the race, an hour and ten minutes for sixteen miles, over a hilly and rough road, against a breeze toning down gradually from stiff to fresh, and from fresh to light, is pretty good, and I think our friend "Billy" Ross will be heard from at Springfield and elsewhere; he is already at the top of our "cyclic" tree. This is the first time, though, that he has beaten "Johnnie" Low on the road, and when the latter gets his new racer he will make no poor opponent on the track.

Ross's best time on our five-lap track for one mile is 3.42, for five miles 19.10; but were the curves not so sharp he could cut these figures down considerably. These times were made at the spring games of the M. A. A. A., and the correspondent of the *Amateur Athlete* gives the times *plus the handicaps of the limit men, viz.: 30 seconds and 2 minutes respectively.*

Fred. Holden seems in no hurry to lose his laurels, as since winning the championship of Canada last October (five miles), he has studiously refrained from the path. Our numbers are steadily increasing; seventy active mounted and uniformed men being now on the muster roll. I should like to know how many clubs can beat that number.

An invitation has been received from the Rutland Club to join their party *en route* to Springfield in September, and I think it probable we shall do so; indica-

tions point to a deputation of about twenty from this village.

Our president, vice-president, honorary secretary, captain, and three others have ordered a "Premier Sociable" which is expected next week; you may hear of some trips on the "Syndicate," as it has already been christened, in due course.

The large membership of the Montreal Club and the indefiniteness of benefits resulting from adherence as a whole to the L. A. W. have resulted in the "compulsory" clause being eliminated from our by-laws, and now we hear that our president and honorary secretary being respectively chief consul and representative for Quebec Province, are agitating a provincial division of the L. A. W., to keep up the flagging interest therein, and in a measure act as a counterpoise to the Canadian Wheelmen's Association, which seems to have made up its mind to ignore the oldest, largest, and most influential club in the country, and to act as an "Ontario" organization simply. Perhaps the name will be changed at the coming annual convention, 2 July, to one more in accordance with its course of action.

More anon.

KRANK.

CURRENT CALAMO

OUR YOUNG PEOPLE, of Springfield, Ohio, on 1 June and 15 June, published two excellent articles by T. J. Kirkpatrick, captain of the Champion City Club, on "How to Ride a Bicycle." They both contain many good hints for beginners, but will doubtless be read with interest by old riders.

L. E. FITZ has petitioned the Cambridge city government to have the law against bicycle riding on the sidewalk enforced.

HARRY M. POPE has gone to Denver, Col., to establish a bicycle agency in that city. We understand that the Colonel will visit England this summer.

WHEN a man purchases a tricycle, nine times in ten it is not ready for riding. The saddle needs fixing, and there is a rattling in the joints that must be stopped. To do this the owner must go over the machine and buff all the joints. When this is done the rattle stops. Query: Why do not the manufacturers do this?

THE third number of the Springfield *Wheelmen's Gazette* has just come to hand and is full of interesting matter. Copies may be obtained at this office.

WHILE Dr. Bartholemew was riding on his bicycle in the suburbs the other day, some one, with mischievous intent, "sicked him, Tige!" with a bull-dog. The doctor's bicycle runs small wheel first, and the bull-dog tackled that. In an instant he found out he had made a mistake, for both wheels ran over him. The doctor "got off" his steed in time to see the bull-dog, with tail between his legs, going like a streak of greased light-

ning under a neighboring house. The dog's first "set to" with a bicycle was no more successful than those who tackle it on the saddle.

STODDARD, LOVERING & CO. have sent out for a Singer Tandem.

THE *Clipper* had an alleged portrait of Hendee last week.

ORDERS have been received from Washington by postmasters to be more careful in the distribution of papers. There was need for such an order, for many newspapers go astray through sheer carelessness in the offices.

THE McDonnell cyclometer, under the name of "odometer" is now used on carriages.

THE London tricycling costume is tailor-made and trimmed with mohair braid. It has a habit bodice cut high on the shoulders, lined with farmer's satin, and intended to be worn over the silk "combination" only. The skirt is lined with farmer's satin, and the trousers, which are long, though worn over riding boots, are lined with wash leather, and have straps to go under the foot. Both trousers and skirt are specially cut for tricycling wear, and a jockey cap completes the costume, which may be of rifle green color.

HERBERT S. OWEN, Harry L. Davis, and Charles Tyler, of the Capital Bicycle Club, left for Europe 17 June. They will make an extended tour through England.

IF we can believe the papers, Prince intends to take up his residence in about half a dozen cities. We advise him to avoid New York, for the League officers have got control there, and run affairs, not for the general interest of bicyclers, as they should do, but selfishly, and in the interest of League members only. Prince could not ride in Central Park, and yet he is as well-behaved a fellow as any member of the L. A. W.

ON 21 June, C. H. Smith, of Detroit, rode to Howell and return, a distance of fifty-two miles, in the excellent time of five hours and eighteen minutes.

THE Park Commissioners have taken another step forward, and have thrown open to bicyclers the Riverside drives at all hours except between two and seven in the afternoon. This will be a great boon to wheelmen. — *New York Sunday Courier.*

MR. E. P. BURNHAM fell from his machine while training a few evenings since and sprained his wrist. We hope to see him in good trim shortly.

THE Springfield Bicycle Club will offer extra inducements to any or all Englishmen who wish to try metal with our champion, George M. Hendee, and as we hear a great deal of talk over the pond about what they can do, we will pay the expenses of any amateur rider in the old world who wishes to try conclusions with him. We would especially like to see Frank Moore. As George M. Hendee

is only a boy, we do not wish to send him 3,000 miles to be run down, but invite all wish to try him to visit us in September, when we will get up a special race and special prizes for the event. — *Springfield Wheelmen's Gazette*.

PARTIES intending to participate in the grand 4 July antique and horrible procession of the Newton Bicycle Club next Wednesday should be on hand early. Instead of endeavoring to ride from any distance on that morning, a better plan would be to go to the Cattle Fair Hotel, at Brighton, which is within ten minutes' ride of the start, where ample accommodations will be furnished for dressing, care of clothes, etc. Lodging and meals may be had at fifty cents each, and by rendezvousing there the party will probably be more successful in being on time at the start.

THERE are rumors of a hill-climbing contest for prizes to be given by one of our interested amateur riders. Corey Hill will probably be the point of interest, and it is hinted that prizes may also be given for tricycle climbing. There is not much doubt of a tricycle road race in the fall, when some of our cracks will have a chance to "back it up."

THE Boston Tricycle Club will probably adopt the C. T. C. uniform, as about all the members of the former belong also to the latter. Wheelmen generally are loud in their praise of the new suit for comfort and good appearance, and the international club will probably add to its membership a good contingent of riders who find in the uniform a most convincing answer to the somewhat selfish but oft-repeated query, "What good will it do me to join the C. T. C.?"

MR. GEO. T. BROWN, president of the Kings County Wheelmen, has our congratulations. He has taken a Ray of sunshine to brighten his home and to make light his pathway through life.

PAUL O. JOHNSTON, secretary of the Keystone Bicycle Club, Pittsburgh, Pa., would like information in regard to the character of the surface of Virginia Beach, seventeen miles from Norfolk, Va. He writes that he has read in one of his city papers that on this beach "for ninety miles a person can drive without impediment over a road of sand as hard as a shell road." Will some of our readers in Norfolk please give the desired information.

A BALL bearing is a ball bearing. Yes, that's so; but while one may be made true and may be possessed of easy running qualities another may have the effect of a continuous brake.

WHILE on the subject of ball bearings the fact is worth noticing that more than half of the ball bearings in use are so adjusted that the friction created is greater than that of a good parallel bearing. Most bearings are so loose that the wear is taken by the dustcaps and side walls of the bearing and not by the balls. Again, if the bearing is too tight the friction becomes enormous.

THERE are many ball bearing back wheels, which in one position have no side; but, when turned a quarter or half of a revolution, are very loose. The fault lies in the construction of the bearing, the planes of the two bearing surfaces of both hub and spindle not being parallel.

USUALLY, when a tire strips, the cement is left in the rim. The remedy for this is to sere the inner side of the rubber and allow the cement in the rim to be *thoroughly* heated when recementing the tire.

THOSE who have trouble with looseness of rubber handles may find a remedy in an application of a little tire cement to the handle bar; warm thoroughly and screw on while the cement is hot.

A POINT in favor of big wheels and one commonly overlooked is the greater ease in driving over obstructions and less jar and vibration from inequalities in the road.

'CYCLING INSTITUTIONS

L. A. W. STANDING COMMITTEES. — *Membership*— Frank P. Kendall, chairman, Box 889, Worcester, Mass.; Fred. Jenkins, 45 West Thirty-fifth street, N. Y.; C. K. Alley, care S. S. Jewett & Co., Buffalo, N. Y.

Racing. — Geo. D. Gideon, chairman, 17 North Seventh street, Philadelphia, Pa.; Fred. Jenkins, secretary and official handicapper, 45 West Thirty-fifth street, N. Y.; George H. Strong, 252 Market street, San Francisco, Cal.; J. O. Blake, 68 Wabash avenue, Chicago, Ill.; Abbot Bassett, 8 Pemberton square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

Rules and Regulations. — W. H. Miller, chairman, Box 245, Columbus, Ohio; N. M. Beckwith, 21 West Thirty-seventh street, N. Y.; Chas. D. Standish, Detroit, Mich.

Rights and Privileges. — A. S. Parsons, chairman, Cambridgeport, Mass.; Angus S. Hibbard, Milwaukee, Wis.; W. V. Gilman, Nashua, N. H.

Railroads. — Burley B. Ayres, chairman, 189 Michigan avenue, Chicago, Ill.

A meeting of League members was held in St. Louis, Friday, 22 June, to form a Missouri State division.

OHIO has been divided into two districts, a northern and a southern, Representative Ely presiding over the former and Representative Miller over the latter. The representatives will recommend to Chief Consul H. S. Livingston, L. A. W. consuls in their respective districts, and exercise a general supervision over them when appointed. Those desiring to be appointed consuls should send their applications to the representatives in charge of their districts.

THE next annual meeting of the League of American Wheelmen will be held in Cincinnati. — *Cincinnati Daily Times-Star*.

Is n't this a little premature? — *World*.

Not exactly premature; merely taking time by the forelock. The correctness of the assertion will be verified in due time. — *Cincinnati Daily Times-Star*.

Perhaps you are right, taking into con-

sideration the precedent established in regard to bids. If the meet is knocked down to you we wish you good luck with it. We will try and get better acquainted with the jolly boys of Porkopolis.

THE amendments to Art. III. and IV. of the constitution, together with the proposed amendments to Rules 25 and 26 and Racing Rule 17 will be submitted to the membership of the League by mail. Several amendments to the rules will be submitted to the board of officers.

RACING NEWS

BALTIMORE, 23 JUNE. — The ten-mile bicycle race for the championship of Maryland took place at Druid Hill Park Saturday morning, the course being around Druid lake. About one hundred and fifty persons witnessed the race. The contestants were J. Day Flack, John D. Lord, M. F. Reese, W. E. Evans, E. E. Williams, R. F. Foster. The track was in bad condition. For nine miles Foster led, apparently fresh and strong, Williams behind him, and once for half a mile or so leading him, Day Flack a little behind, and five others tugging away in a bunch fifty yards back of him. At the neck of the lake, three-quarters of a mile from home, Flack made his effort and went to the front, followed hard by Williams and Lord. Coming into the home-stretch, five hundred yards from home, Williams let himself out, but could not catch Flack, who came home with a grand spurt, winning the race and championship for ten miles in 38m. 31½s.

Foster dropped out of the race on the last lap. Lord was seized with cramp in the sixth lap, and was partly incapacitated. The winner, Mr. Flack, was presented with a handsome medal, costing \$35, the gift of Mr. Edward A. Griffith, president of the Maryland Bicycle Club. The design of the medal is a Maltese cross, with silver bicycle on a ground of blue enamel, the rim being a bicycle wheel of oxydized gold, and with crossed handle-bars.

The officers were: Referee, Albert Trego; starter, A. B. Harrison; timers, T. H. Evans, L. S. King, and Fred. Stauf; judges, James Thompson, S. H. Shriver, and Herman E. Duker; clerk of the course, Edward A. Griffith; scorers, J. W. Lord, Thomas P. Stran, and Charles T. Stran. The race was run under the auspices of the Maryland Bicycle Club, and was sanctioned by the League. Only one watch was present at the finish, held by King.

ANNUAL RACES OF THE KINGS COUNTY WHEELMEN. — This active club held its first annual races Saturday, 23 June, at the grounds of the Williamsburgh Athletic Club, corner of Penn street and Wythe avenue. In point of attendance and interest the meeting was a great success, and reflects credit upon the club. The first race was called at 4:30.

HALF-MILE (SCRATCH). — 1st heat.

Edward Pettus (1), George W. Browne (2), G. Bezzo (0) Browne and Bezzo collided, and latter did not finish; time, 2m. 18s.

2d heat. Frank H. Douglas (1), J. Archie Loucks (2); time, 1m. 54s.

Final heat. Pettus (1), Douglass (2). Time, 1m. 42½s, 1m. 46s.

ONE HUNDRED-YARDS SLOW RACE. — William D. Bloodgood (1), William Rudd (2). Time, 4m. 6½s.

TWO-MILE HANDICAP. — J. M. Austin, 300 yards (1); J. Archie Loucks, 250 yards (2); William Rudd, who started on the same mark as Loucks, collided with the latter and was upset; he did not finish, but was awarded second prize, we presume, a foul being claimed.

TWENTY-FIVE MILE RACE for the championship of the K. C. W. brought to the scratch Frank J. Smith, Edward Fisk, A. C. D. Loucks, H. J. Hall, Jr., F. H. Douglass, Edward Pettus, and G. Bezzo. Smith went off with the lead; on the thirteenth lap (eight to the mile) Austin went to the front, followed by Pettus, Hall, Loucks, and Fisk, the others having retired. The positions remained about the same for the first five miles, which were covered in twenty minutes. On the tenth mile Pettus forged ahead, with Hall close behind. On the twelfth mile Austin regained his position until the twentieth mile, when Hall took first place, with Pettus second. Fisk, who had been dogging the others, after a brief struggle with Austin obtained third place, and made a rush for first. Then ensued one of the most exciting races. Hall passed Pettus on the twenty-fourth mile. On the last lap Pettus and Hall had a grand race, which was won by Pettus by about a foot. Hall was second and Fisk well up for third. The time was 1h. 47m. 41s. The officers were: Gilbert H. Badeau, referee; judges at the finish, Frank M. Price, Joseph G. Liddle, George R. Bidwell; scorers, John E. Kendall, W. T. Pelletier, Charles D. James, William Joerger; timers, J. M. Sorzano, Jr., Fred. Jenkins, Jack McMasters; A. D. M. Ramacciotti, clerk of the course; Walter G. Hegeman, starter; Fred. Jenkins, handicapper.

Lancaster, Pa., 15 June.

THE races on the 15th, under the management of the Lancaster Bicycle Club, at the Lancaster Driving Park, were very successful. The weather was all that could be desired, and the attendance was large and enthusiastic. The Marietta Wheel Club turned out well, and wheelmen from the neighboring towns were in attendance. The following is a summary of the events:—

ONE-MILE RACE. — The following started: L. A. Mills and C. B. Longenecker, Lancaster Club; John O. George, Franklin and Marshall Club; W. H. Fendrick, Marietta Club, and J. E. Small, York, Pa. George took the lead almost from the start, and maintained to the end, winning in 3m. 28½s. Fendrick and Longenecker had a pretty struggle for

second place, passing over the scratch almost neck and neck.

TWO-MILE RACE. — Martin Rudy, Fred. A. Acley, and W. B. Youngman, of the Lancaster Club, and S. B. Gramm, Marietta Club, started. Rudy held the lead for the first quarter, but shortly afterwards retired. Acley about this time went to the front, with Youngman in close attendance. Coming down the home stretch Acley fell, and Youngman won the race in 7m. 26s., with Acley second, Gramm third.

FIVE-MILE RACE. — The starters in this event were John Cilley and Jacob G. Shink. Shink took the lead at the start, and held it, winning the race in 17m. 36½s. Cilley withdrew from the race after making three and one-half miles, Shink at that time being about three-fourths of a mile ahead. Shink is only seventeen years old, and, as he was not pushed, his performance is a remarkably good one.

THREE-MILE RACE. — The starters were J. O. George, G. B. Longenecker, and Michael Gray, of the Lancaster Club. Longenecker took the lead, and held it until near the finish. George, who had been trailing, rushed to the front, a winner, in 11m. 27s., Longenecker second. The track was a half-mile, and measured three feet from the pole. The following were the efficient managers of the race meeting:—

Judges, Walter Boardman, James M. Burke, Victor M. Haldeman; timers, Abram Hiestand, Joseph Barnett, J. E. Snyder; referee, H. Clay Brubaker; clerks of course, Dr. E. P. Day and Michael Grey; scorer, Harry Suesserott; starter, W. B. Youngman.

THE following is the programme of the meet and races of the Dayton (Ohio) Bicycle Club, 4 July, 1883:—

All wheelmen will meet at Phillips House for parade at 9 A. M., sharp. Racing begins at 10 o'clock at the Fair Grounds.

First race will be a mile dash. Two prizes: 1st, gold medal, valued at \$20; 2d, gold medal, valued at \$10.

Second race, half-mile dash. Two prizes: 1st, gold medal, valued at \$15; 2d, gold medal, valued at \$8.

For fancy riding: 1st prize, gold bicycle badge, valued at \$10; 2d prize, gold bicycle badge, valued at \$5.

For best-drilled club of eight men and officer in charge, a silver bugle.

Besides the bicycle programme, there will be a number of other attractions—a balloon ascension, horse-racing, Fourth Regiment parade and drill, etc.

The Dayton Bicycle Club will do all in their power to make the day a pleasant one to all visiting wheelmen. All communications should be addressed to A. W. Gump, secretary, Dayton Bicycle Club, Dayton, Ohio.

M. DE CIVRY's challenge has been accepted by M. Terront, and the stake fixed at \$500. It is expected that this will be an exceedingly important race.

At a riding school in Paris the track is made of iron scales.

ON 4 July a series of bicycle races will be held at the Fair Grounds, at Louisville, Ky., in connection with the De Molay Commandery drill. The proceeds will go to defray the expenses of the De Molays on their trip to San Francisco.

PORTLAND, ME., will have races, 4 July.

THERE should be a good attendance at Beacon Park, Saturday next. The races will be hot ones.

OUR readers should glance at the fixtures for 4 July. Almost every section of the country has something on to the tapis for that day for bicyclers.

RACES at Fostoria, Ohio, 4 July, on a new cinder track, six laps to the mile. Races will be one and three-mile, open to amateurs, and a two-mile race for those who never raced before. Entries to Frank Schaufelberger.

WE have received a telegram from Millford, Mass., saying that no bicycle races will be held in that town on the Fourth of July.

A TWENTY-MILE road race open to all amateurs, with gold medals to first, second, and third, will be held in Baltimore, Md., Wednesday, 3 October.

ON 4 July there will be races on an eight-lap cinder path, which is being constructed at Pittsburg, Penn. The Binghamton and Scranton Clubs and others are expected to participate.

THE time reported to have been made at Chestnut Hill Reservoir a week or so ago, by Corey and Burnham, was not such a good performance as the time would indicate. The start was a flying one.

A GENTLEMAN in Charlotte, N. C., has deposited \$100 with the *Journal-Observer* as a challenge for any bicyclist in Charlotte or in North Carolina to run a race with Mr. Will Pharr, one of the members of the Charlotte Bicycle Club. The race is to be run any time within the next two weeks, and the hundred dollars deposited at the office may be covered any time within the next seven days. In other words, Mr. Pharr's friends back him against any bicyclist in North Carolina and put up \$100 as a challenge. The race will be run on the Providence road to Mr. Dick Hunter's, a distance of five miles, and return, making the whole distance ten miles. The road is a good one and affords a fine spin. We are not informed whether or not the prize is to be given in money or not. We cannot, of course, state if this race is to be an amateur.

MR. C. H. CHICKERING, the Star rider, who was so successful in the races at Morristown, N. J., has entered for the races at Beacon Park to-morrow.

BOSTON has increased its appropriation for the 4th of July races to \$300. A professional race will be on the programme.

F. WOOD, Leicester, England, won the fourth race for the twenty-mile professional championship, on Saturday, 9 June. The finish was most exciting. Entering the last lap Howell was about a length ahead, with Wood and Lees in close attendance. Coming down the home-stretch Wood got on even terms, and won by half a length, Howell second, and Lees six yards in the rear. The time was 1h. 6m. 46½s. The winner rode a Humber racer.

WHEEL CLUB DOINGS

ELIOT NORTON, president of the Harvard Bicycle Club, has gone to Europe for the summer. Another recruit for the C. T. C.

THE Champion City Club will not go into camp until 6 July, having postponed to that time from original date.

At a meeting held in Stockport, N. Y., on the evening of 19 June, a bicycle club was organized of eleven members under the name of "Columbia Wheelmen," and the following officers were elected for the ensuing year: President, A. E. Heard; vice-presidents, C. R. Van de Carr and F. A. Reynolds; secretary, R. B. Reynolds; treasurer, F. C. Kittle; captain, Joshua Reynolds; first lieutenant, Geo. R. Camp; bugler, John C. Kittle. Through the kindness of Mr. Joshua Reynolds the club was offered the use of his spacious music-room for a club-room, furnished with a piano and other pleasant accessories. Adjoining the house is a fine, hard, oval drive, surrounding a flower garden, and one-twelfth of a mile in circumference, convenient for practice; close at hand are a tennis court, croquet ground, and swings. The members are active young men who "bicyclically" mean "business." Next meeting, 26 June.

SECRETARY.

MEMBERS of the Minnesota Bicycle Club, organized last year, but which did no active work, met 16 June, and reorganized under name of "Winona Bicycle Club." Several new members were admitted, making total membership sixteen. Officers elected as follows: C. H. Porter, president and captain; H. S. Bolcom; first lieutenant; M. G. Goss, second lieutenant; R. E. Tarse, secretary and treasurer; committee of three, Messrs. H. S. Bolcom, J. T. Wilson, and Ben. E. Melvin, were appointed to represent the club on the Canadian tour of Chicago Bicycle Club. Majority of members will probably join the L. A. W. At present the bicyclers are allowed to ride on the sidewalks here in the city, but cannot say how long it will continue, probably until some pedestrian is injured. Roads leading into the country are fair in dry weather, but after a rain it is impossible to make one's way through the deep mud. Will let you hear from us again.

BEN. E. MELVIN.

THE following is the outline of the programme of the Springfield tournament:—

On the first day there will be the following races:—
One-mile handicap amateur race.

One-mile tricycle race for the championship of the United States.

A twelve-mile horse & bicycle race, for which Bertie Le Franc will ride twenty miles, using ten horses, against any four bicyclers, each changing every mile.

The race for the ten-mile amateur championship of the United States.

A ten-mile professional handicap race, open to all.

One-mile ride and run race.

Concluding in the evening with a camp illumination, using some 4,000 lanterns, and an old-fashioned village green dance.

On the second day, 19 September, in the morning at 10 A. M., a grand parade; after dinner, races as follows:—

Twenty-mile race for the \$1,000 Columbia prize cup.
Ten-mile scratch race for the professional championship and \$1,000.

Five-mile tricycle race for the fine Overman tricycle and other prizes.

One-mile bicycle race without hands.

Five-mile handicap bicycle race.

Two-mile scratch bicycle race.

Concluding in the evening with one of the grandest displays of fireworks ever given in the United States. One of the set pieces will be two bicyclers, which will be mounted on wire, and the wheels will revolve and run 500 feet; the League pin; the C. T. C. badge, and other pieces incident to bicycling.

Third day: Race for the amateur 25-mile championship of the United States.

The inter-college contest, five miles, for a \$500 trophy.

A consolation race.

Two-mile handicap race.

One-mile scratch race.

Two-mile club race.

Ten-mile handicap race for amateurs.

Two-mile race for Star bicycles only.

The festivities close in the evening with a grand banquet.

Music will be furnished by three bands of about one hundred musicians.

In the morning of the first and third days the time will be spent in showing visiting wheelmen the beauties of Springfield, its fine drives, the U. S. armory, and water shops; concluding with a nice wheel to our sister city of Holyoke (only eight miles fine road).

THE fancy-dress parade of the Newton Club on 4 July will be a novel sight and well worth witnessing.

A BICYCLE Club was formed in New London, 20 June, with a membership of nine. Officers as follows: President, Geo. W. Runyan; vice-president, Dr. C. T. King; captain, Asa Dolph; lieutenant and bugler, Ray Van Veeten. That's what we call pretty good for a town of 1,200 population. The bicycle fever is raging strong here, and we will probably have several more wheelmen in another season. Respectfully,
RAY VAN VEETEN.

THE Springfield Club turned out fifty-two men on a club run last Friday. A remarkably good showing.

TWENTY members of the Capital Bicycle Club left for Norfolk on the "Lady of the Lake" Saturday night. During the visit they ran with the Seaside Club, of Norfolk, to Ocean View.

ABOUT a dozen members of the Philadelphia Bicycle Club took an evening run to Moorestown, N. J., on the 20th inst. The tooting of a trumpet gave the quiet inhabitants of the place notice of the arrival, and the boys came up the street in twos, keeping well in line. After partaking of ice-cream, they started on their return about nine o'clock, and, with all the lamps lighted, made a pleasing sight as they slowly wheeled through the town. The distance both ways was about twenty miles, but we have no record of the time.

THE unattached wheelmen of Brockton have formed a club called the Union Bicycle Club, and consists of the following officers and twelve members: President, Geo. B. Mason; vice-president, Geo. P. Johnson; secretary and treasurer, W. S. Noyes; captain, Chas. H. Johnson; lieutenant, Bernard H. Ferrin; club committee, Geo. B. Mason, Chas. H. Johnson, and Fred. Cobb. The club starts with a fair prospect of doing credit to the bicycling fraternity.

THE RAMBLERS' RAMBLE.—On 25 May the Ramblers issued invitations to the clubs in the vicinity of Boston and to numerous unattached men to participate in a two days' run to Gloucester and return 17 and 18 June. Acceptances were received from upwards of fifty riders, and preparations were made to make it a great success.

The time of starting was set at 9 A. M., and at that time the following were present at the club rooms at the Hotel Glendon: C. S. Howard, W. P. Haskell, A. L.

Flocken, E. G. Whitney, W. I. Harris, W. S. Locke, A. W. Fisher, F. E. Bryant, A. D. Peck, Jr., H. M. Smith, J. W. Wattles, Jr., of the Ramblers; J. J. Gilligan, Massachusetts Club; E. E. Gage, A. H. Richardson, T. A. Walter, Hyde Park; F. A. Woodman, P. L. Farnum, Chelsea; E. P. Morton, Melrose; F. A. Hill, W. E. Webber, J. C. Freeman, W. B. Dyer, H. B. Martin, R. McClure, and E. S. Rand, unattached.

At the hour set the rain came down in torrents, which caused a delay of 1½ hours. Finally, at 10.30, when the rain was nearly over, the captain ordered the members to form on St. Charles street, and in a few minutes the party was started in two divisions under the command of the first and second lieutenants, with the captain in general command. The route was through Dartmouth street, Commonwealth avenue, and on this beautiful thoroughfare the appearance was very handsome. Thence over the Milldam to Harvard street, Harvard square, Porter's station, and West Somerville. At this place the rain began falling, and refuge was taken in a stable. After the shower had passed by, wheels were mounted and the run continued to Medford.

Malden square was reached at twelve o'clock, and machines were stacked while we took refreshments at the town pump. At this place we were met by members of the Chelsea and Melrose Clubs. The road now was over that fine stretch to Saugus, and very fast time was made, such fast time in fact that the three long whistles (the signal to slow up) were blown quite often.

Lynn was reached in good season, where another short halt was made.

A short distance out of Salem the Hawthorne Club, under command of their lieutenant, met us and escorted us to Salem. That prince of good fellows, J. S. Webber, the L. A. W. representative, and the genial secretary of the Marblehead Club, were also of the party.

The Essex House was reached at 2 P. M., where an excellent dinner was served. At 4 P. M., under the escort of the Hawthorne Club, we started for Gloucester.

When in Beverly, one gentleman was so unfortunate as to take a tumble and break the handle-bar off short, but President Philbrick was present, and he procured a curtain-rod from a neighboring house and soon had him all right.

The scenery now was fine, but the roads bad, except in a very few places.

At Manchester the Salem boys left us, and after thanking them, we proceeded on under the guidance of Mr. Webber. From here a beautiful view of Gloucester Harbor was obtained. Finally, the boulevard was reached, and the column formed in fours. The citizens turned out *en masse* to receive us, and very generous was the applause.

The evening was spent in promenading on the beach in the moonlight, rambling about the city, singing in the parlors with the ladies, etc. The next morning dawned bright and clear, and some were up at sunrise and rode to Pigeon Cove, where a bath was indulged in. At 9 A. M. wheels were mounted and we rode to Bass Rocks, where we were to be photographed. By arrangement with the photographer he was to have been there at 9.30, but it was 10.30 before he arrived. While waiting for him to come, the party walked along the rocks and viewed the fine scenery, for which this place is so noted; some went in bathing, but did not stay long owing to the coldness of the water. The photographer now came, and grouping ourselves in the shade of a large boulder, the picture was taken, it being so late when he finished that it was decided to take the train to Salem but some members, who objected to riding on trains, said they would ride back to Salem, and off they went. The distance was made in 1h. 25m. The railroad party waited until 1.30, and took the train arriving at Salem at 2.15.

Before leaving Gloucester, Consul Webber was given the Ramblers' cheer, R-A-M-B-L-E-R-S, Ramblers-Rah-Rah-Rah-Sis-Boom-Ah. Dinner was again dis-

patched, and a roam about Salem was in order. The old church, built in 1629, and the East India Museum being among the places visited.

At 3.30 the wheels were again mounted and the homeward trip begun. Nothing of note occurred as the Ramblers, sped homeward, except that the run, 27½ miles, was made in 3h. without a dismount, the rain pouring for about half the distance.

The club-room was reached at 6.30 P. M., and all who participated acknowledged it to be the finest run of the season. Another one will be given later on, and it is hoped more riders will avail themselves of it.

RAMBLER.

CYCLISTS' TOURING CLUB

Applications for Membership.

JAMES T. JOSLIN, 73 Water street, Newburgh, N. Y.; Thos. T. Haviland, 73 Grand street, Newburgh, N. Y.; Harry V. Davis, 407 Maple avenue, Washington, D. C.; Chas. K. Alley, care of S. S. Jewett & Co., Buffalo, N. Y.; J. O. Blake, 70 Wabash avenue, Chicago, Ill.; Chas. H. Sanders, Fisherville, N. H.; Eliot Norton, 31 Stoughton Hall, Cambridge, Mass.; A. L. Fennessy, Springfield, Mass.; C. H. Wilkins, Manchester, N. H.; F. A. Sherman, Watertown, N. Y.; Dr. N. P. Tyler, New Haven, Conn.

THE NEW UNIFORM.—Full particulars as to the new uniform of the C. T. C., how it is to be made, and where, etc., appeared on page 70 of THE BICYCLING WORLD, of 15 June, to which members are referred for information on this important matter.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers To Correspondents.

H. S. L.—Thanks. We have noticed the little work elsewhere. The price was not given.

P. O. J.—Have done as requested, as you will see elsewhere.

B. E. MELVIN.—Thanks for item. Please keep us posted.

RUDY.—Thanks for paper. We should think Shink was quite a flier for a "young one."

H. R. BRYAN, Hudson, N. Y., writes:—

I want to know something about the Excelsior cyclometer. Will some one answer the following questions:—

1. Is it now manufactured?
2. If not, why not?
3. By whom was it made when in the market?

In answer to the third query we would say that the Excelsior cyclometer was made by the Excelsior Cyclometer Company, 75 Fulton street, New York. The last address of the company that we know of was 187 Broadway, Room 12, New York; and later still, we find that Fred. Jenkins, 22 New Church street, New York, is advertised as sole United States agent. If our correspondent will write to Mr. Jenkins he will doubtless receive the information he desires.

T. J. K.—Thanks for magazines. We have noticed articles elsewhere. We were much pleased with them. If we can help you in any way will be pleased to do so.

RAMBLER.—Thanks. Sorry we did not have copy in season for last week's issue.

T. B. M., Washington, D. C.—Thanks for clippings.

R. V. V.—Thanks for postal.

W. S. NOYES, Secretary.—Thanks. Please keep us posted.

C. E. TITCHENER.—Thanks for information.

C. H. S.—Thanks for postal.

CHAS. SCHWALBÄL.—Thanks for paper.

CHAS. H. FISHER, Milford.—Thanks for trouble. We were informed that races were to be held in your town.

No. 3512 L. A. W.—Thanks. Will use as soon as we can find room.

FIXTURES

Saturday, 30 June:

Beacon Park, Boston and Newton Club races. Entries to C. L. Clark, 42 Bedford street, Boston.
Boston Club, 6.30 P. M., supper at Cattle Fair Hotel, Brighton.

Milwaukee Club, fourth annual tour.

Washington, D. C., Athletic Park, five-mile race for the championship of the world. Prince and Higham entered.

Sunday, 1 July:

Laramie Bicycle Club, to Cheyenne Pass and Table Mountain.

Boston club, dine at Cobb's.

Monday, 2 July:

Canadian Wheelmen's Association meet and races. Chicago Bicycle Club and Western wheelmen start from Detroit on tour through Canada.

Tuesday, 3 July:

Albany Club leave for Cobleskill.

Essex Bicycle Club run from Newark to Long Branch.

Meeting of N. H. Division at Manchester.

Wednesday, 4 July:

Newton Club, fancy dress parade, 6.30 A. M.

Williamsburgh Athletic Club two-mile bicycle handicap. Entrance fee fifty cents. Entries close 27 June, with G. R. Smith, secretary, at grounds, Wyth avenue, Penn and Rutland streets.

City of Boston Bicycle races.

Rochester (N. Y.) Club, races at 1 alls Field Park.

Cazenovia, N. Y., races.

Springfield, Mass., bicycle race at Hamden Park.

Louisville, Ky., bicycle races.

Portland, Me., bicycle races.

San Francisco, Olympic Club games, one half-mile handicap and five miles scratch bicycle races.

Cobleskill, N. Y., bicycle parade and races.

Dayton Ohio Bicycle Club races at Southern Ohio Fair grounds.

Fostoria (Ohio) Bicycle Club, races.

Montrose, Pa., races.

Parade at Manchester, N. H.

Friday, 6 July:

Champion City Club go into camp.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

A 52-INCH BICYCLE WANTED, Harvard or Expert Columbia preferred. Address, giving full particulars, W. N. WESTON, Fitchburg, Mass.

BICYCLE FOR SALE.—A 52-inch Yale, L. R., nearly new, and in all respects as good, except tires, which are slightly worn; ball pedals; cost \$134; price wanted \$100. Address, LANGLEY, 66 Hanover street, Boston.

FOR SALE.—A 58-inch full-nickelled Expert, \$125. A 56-inch full-nickelled British Challenge, \$120. Both wheels in first-class condition, but too small for owners. Address, C. E. FITCHENER, Binghamton, N. Y.

FOR SALE.—A 54-inch Standard Columbia, cradle-spring, cyclometer, luggage carrier, M. I. P. bag, H. & T. automatic alarm; all in No. 1 condition; in use six months; cost \$123; price, \$90. Address, M. D. DANIELS, Kuggles, Ohio.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,
NEW YORK.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

Bicycle and Tricycle Races

At BEACON PARK,

Saturday, 30 June,

At 4 O'CLOCK P. M.,

Under the Auspices of the

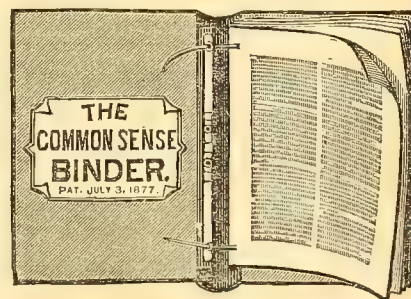
BOSTON AND NEWTON BICYCLE CLUBS.

ADMISSION 50 CENTS.

Tickets to be had at this Office.

Races: 1 mile handicap bicycle; 3 mile scratch; 5 mile handicap; and 3 mile tricycle. Open to all amateurs. One mile club race, open to members of Newton Club only. One mile handicap, open to members of Boston Club only. Entrance fee, 50 cents. Entries made to C. L. Clark, 42 Bedford Street, Boston. Entries close for handicap 23 June; other races, 27 June. Entrance fee returnable to contestants covering the entire distance. First and second prizes for each race.

Trains leave Boston and Albany Railroad Depot for Allston, 3.05 and 3.45 P. M. Horse-cars leave Bowdoin Square every 15 minutes.



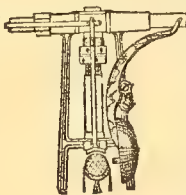
Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
DAYTON, OHIO,

For large Illustrated Price List of
New and Second-Hand Machines.

Second-hand Bicycles wanted.

WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmy's Bicyclists' Indispensable.....	\$0.55
" Tricyclists' ".....	.60
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A, B, C of Bicycling .....	.12
Lyra Bicyclica, Poetry.....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicyclist, 1879 .....	.35
'Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets..	.50
Common-Sense Binders for WORLD	1.00



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 N. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

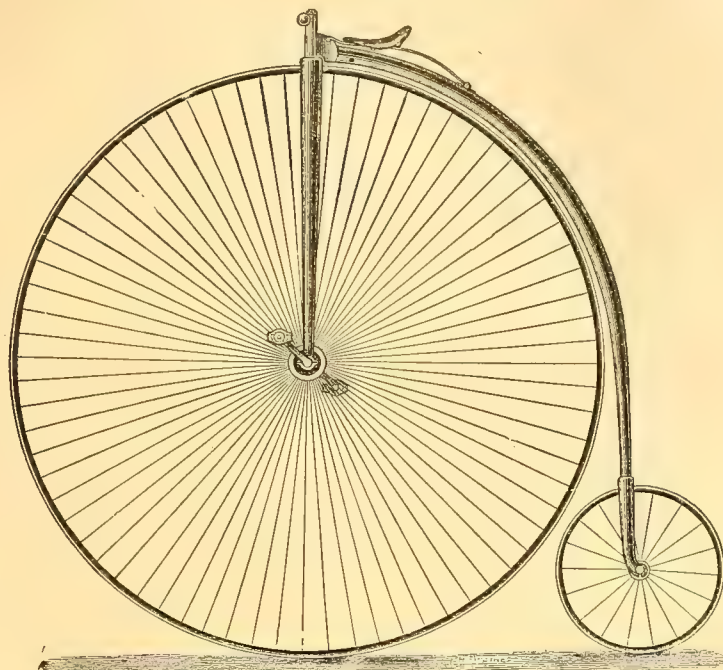
WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the *World* can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

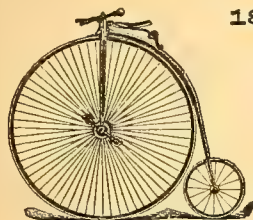
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



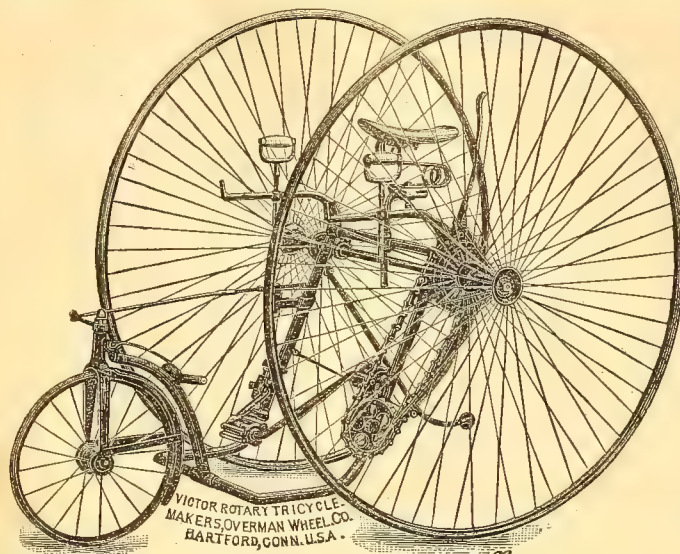
Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten
per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

Licensed by the Pope Manufacturing Co.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above. **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS.

THE hopelessly unprotected situation of a rider of the wheel when caught in a rain storm, perhaps miles from any shelter, is melancholy in the extreme. In view of mitigating the horrors of the situation, we have provided a new line of goods to be known as "'CYCLERS' WATERPROOFS." These consist of **Coat or Cape**, made short so as not to interfere with working of machine; **Leggings**, fitting the leg and extending up under coat, and **Cap Cover**, usually of Boston Club Cap pattern. These complete the suit, but we have provided a **Saddle Cover** to protect saddle when machine may be exposed, leaving the saddle dry and comfortable for a remount. Saddle cover can be furnished of suitably stronger material which may be used in riding by those who are troubled with saddle becoming wet with perspiration.

Prices vary with material from \$6.50 upwards for complete suit. Saddle covers, 50 and 75 cents each.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,

BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 6 JULY, 1883.

Volume VII.
Number 9.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

ARAB CEMENT

For Fastening Rubber Tires.
STRONGEST KNOWN!
We Guarantee Satisfaction.
25c. STICK BY MAIL.

Dealers, send for Prices.
OVERMAN WHEEL CO., - Hartford, Ct.



THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: **GUMP BROS., Dayton, Ohio.**

Sole Central Agency for the Northwestern States: **A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.**

Sole Central Agency for the State of Pennsylvania: **W. R. FIELD, Greenville, Pa.**

— **FACTORIES.** —

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

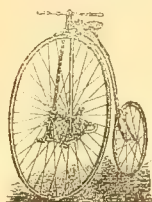
Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

For a Meet or Drill, every Club
requires a Flag.

Nickel-Plated Flagstaff, with Handle-
Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the
YOUTH'S IDEAL BICYCLE

ALARM BELLS,
Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
licited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street - - CHICAGO.

THE AMERICAN STAR BICYCLE.

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
OTHER DANGEROUS FALLS.**

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

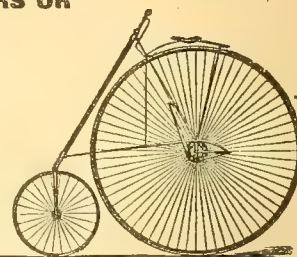
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central West
ern States and the South for the sale of machines on the
instalment plan, buyers will get terms favorable to their
wishes. Bicycle Suits, Shoes, The Galway Summer
Helmet, Sundries, Machines repaired. Address at 164
Main Street, Cincinnati, O. Catalogues free.

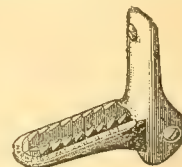
B. KITTREDGE & CO.

Exact Size.



WHEELMEN'S LEAGUE BADGES of
the New Design. Handsome Solid
Gold Pins, garnet stone centres
\$3.50 and \$5.00 each. The same
with extra finished settings, \$7.00
and \$8.00 each. Best finish with
small diamonds, \$15 to \$25 and up-
wards. The design also mounted
as watch charms, sleeve buttons,
etc., all suitable for constant wear.
Pat. Sept. 13, 1881. Orders by mail, enclosing cash or
P. O. order for the style desired, will receive immediate
attention. Address C. H. LAMSON, Portland, Me.

HARWOOD'S SAFETY STEP



N^o 4.

Is made in four styles, to fit any machine without
drilling new holes in backbone. The bevelled teeth
prevent tearing the clothing, and secure firm foot-hold
in mounting. The Safety Flange prevents cutting the
leg in case of a misstep or fall. The cut represents the
new style of No. 4 Step adopted by Stoddard, Lovering
& Co. on the British Challenge. Price: Crocus-pol-
ished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - MASS.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

—BY—

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 6 JULY, 1883.

CONTENTS

Editorial: Effect of Increase; Notes	101
Correspondence: Discrimination; Honor to whom Honor is Due	102
Notes on Construction	102
A Skittish Horse	103
Roads and Routes; About Moorestown, N. J.; About Greensburg, Penn.	103
Patents	104
Trojan's Club Rooms	104
Another Century	104
Racing News	104
Currente Calamo	106
Off the Sidewalk	106
Wheel Club Doings	106
Books and Pages	107
C. F. C.	107
'Cycling Institutions	107
Notes, Queries, Etc.	107
Fixtures	107

EFFECT OF INCREASE.

WE are not infrequently asked whether bicycling is on the increase or decline. There are many who doubt its permanency, and are inclined to look upon it as a "craze." This opinion is doubtless fostered by the fact that many active wheelmen abandon the wheel after a time. In nearly every instance we can usually find the cause. Some do not learn to ride well enough to really feel at home on their machines. Others ride too much, or try to ride farther and faster than their physique will allow without protest. They become tired and regard bicycling as hard work. It is rare in-

deed that skilful riders, who have used their machines sensibly and enjoyably, ever give up riding until actually compelled to. One of the best evidences we have that bicycling is on the increase are the frequent reports of late that various cities and towns, often in remote districts, contemplate restricting the use of the bicycle. The number of accidents and suits by or against wheelmen cannot but indicate that their number is increasing. It must indicate this or that they are less careful regarding the rights of others, or perhaps both. It will not be long, we think, before, in sections where 'cyclers are quite numerous, they will be compelled to carry a bell by day and a lamp by night. We certainly can see no objections to proper regulations in this respect. They are but the natural and inevitable result of our numerical increase. It is a matter of safety to the rider himself, and the rest of the travelling public. We must be careful, however, to guard against any infringement of our rights to the highways or a total deprivation of them. In the meantime it behooves every rider to conduct himself with propriety when on the road. There is still much prejudice against wheelmen, and numbers are not more liable to decrease than foster it. We object to the careless and immoderate use of loud gongs and whistles. We know they annoy drivers and cause them to regard 'cyclers with disfavor. On Sundays, especially, should we ride as carefully and with as little noise as possible. There is a "fiend on wheels," who, during these pleasant evenings, rushes up and down in front of our residence, apparently with no other purpose than to find an excuse for making an infernal racket with a calliope. We are disgusted with him, as he is doing bicycling more harm than good. Some warning of the approach of a wheelman is clearly necessary; but it should be as slight as is consistent with effectiveness. A rider's aim should not be to see how much noise he can make, but generally how little. We must have our rights, but should not antagonize the public. Where we had one careless or inconsiderate rider we have now a score. The natural result follows, that the general public has more cause to complain than it formerly had.

THE handicapping at the races last Saturday at Beacon Park was not quite

satisfactory. After the races were over every one present knew just where each contestant should have been placed. Many did not at all hesitate to say so. No one can regret more than we that the starts were not reckoned more accurately. We have always favored handicaps, and advised those holding race meetings to have them. We are not surprised that the result was not more satisfactory. Our records are so meagre, and so many of the contestants have no record at all, that it is next to impossible to allot the starts with that accuracy that insures a close finish. Take for example the Boston Club race. The winner, Mr. Rich, had never given any evidences of great speed on the road, and had never raced. He was given a good start, in consequence whereof, he was an easy winner, beating the other limit men over one hundred yards. At present, handicapping here is much the matter of guesswork; but we trust that neither contestants nor managers will be discouraged by those first attempts. Each trial furnishes data on which to work, and every succeeding race will doubtless be more successful than the previous one.

THE handsomest and most serviceable uniform for touring that we have seen is that adopted by the 'Cyclist Touring Club. It is composed entirely of wool, and no linen linings are found, to become cold and clammy. It combines all the requirements of a first-class 'cyclist's dress. It is distinctive but not obtrusive. Every 'Cyclist Touring Club man should have one, and save his regular club uniform for dress occasions. To unattached members it is a great boon, and will doubtless be appreciated by them.

ONCE again we have had to meet the charge that the tricycle is not a practical machine, and it comes, as usual, from a novice, who tried to ride one a long distance the first time of trying. When will the people understand that one must learn to ride the three-wheeler, that in his first efforts he misapplies much power and wastes much of that which he uses, that he must learn to pedal, and that he must accustom his muscles to the unusual strain, and, above all, that he must not be discouraged. We have said, again and again, that a tricyclist should take matters easy, ride but short distances at first, and gradually learn to pedal and to control the machines.

THE man who essays to ride a tricycle should be well coached by an experienced rider. If he be willing to take advice half the battle will be fought. We know of many cases where a novice has tried to ride from ten to twenty miles at first, and, in every instance, he has pronounced the machine impractical. Every new rider will say that tricycling is hard; every old rider will say it is not.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Discrimination.

Editor Bicycling World:—The principal items of interest in the 'cycling line here at present are, club runs and grumbling, and both of these hail from the same quarter, viz., West Philadelphia. A bicycle club in that section of the city, numbering close on forty members, and turning from fifteen to twenty of these out on club runs—double the number generally turned out by other clubs of the city on similar occasions—has most unaccountably been passed over without so much as a note of its existence by the talented and ingenuous writer of an article on "The Bicycle in Philadelphia," in the current number of the *Wheelman*. O shades of departed "Pegasus" and "Centaur," ye must have been "lovely and pleasant in your lives" when the memory of your greatness inspires the hand and fires the heart to chronicle the fact of your brief existence. But "whom the gods love die young." How could the genial writer have adopted for his finest illustration the "Sacred Band" of West Philadelphia, as it figured at the Bi-Centennial meet, and yet forget to note in his text the wearers of the white shirts who led the second division at this, Philadelphia's greatest meet. Certainly it is passing strange that the followers of the little blue and gold banner that fluttered as jauntily in front of the white lines on the 26th of October last year should have come so little under the notice, then and since, of one who professes to know the minutiae of bicycling in Philadelphia. It is superfluous, perhaps, to insert here the little note, that the bright hopes for the future expressed on that date were verified, when, on 28 May last, the same little flag, as it coquetted with the breezes of the Hudson, told the New Yorkers that it led the largest delegation from among the "six active clubs" of the "Quaker City." There were divers conjectures in Pennsylvania's club rooms the other evening as to why the impartial writer had forgotten the land west of the Schuylkill. The only conclusion arrived at, however, was that the said thoughtful writer must have imagined that Pennsylvania was too select—or to descend for the nonce to the vulgar—too toney to

have her name moored on the same page alongside that of "Philadelphia," or of the non-bestraddled and defunct "Pegasus." But Pennsylvania would really not have been ashamed of such company. One of these clubs is still in being, and is quite a respectable organization, and has done good work for the cause, and besides "Pennsylvania" knows that it is very wrong to poke fun at her elders, the old or infirm, but would rather pay a deference to them, which they might fancy was their right. It is but just to mention, however, that at the time the article referred to in the above was written, that instead of forty the Pennsylvania Bicycle Club's roll-book showed but twenty-five names, but even at the "hub" of bicycling in America such a membership would be held to constitute a large club.

NINON NECKAR.

Honor to whom Honor is Due.

Editor Bicycling World:—Your issue of the 22d inst. contains a report of the "Capital Club races," at Washington, on the 11th and 12th insts., and the erroneous statement is made therein that Mr. Seward Beall, of the Capital Club, received the second prize in the "fancy riding contest," whereas, the fact is, that Mr. Ed. J. Taylor, an "unattached" rider, was accorded second place, and Mr. Beall was not mentioned in the judges' decision, which, having been at once placarded, was thus made known to every person on the ground. I am sure you will be glad to make due correction in your next issue, as a matter of justice to Mr. Taylor, and also Mr. Beall, who is too much of a gentleman to desire an honor belonging to another.

H.

Some Notes on the Construction of Machines.

THE quality of metal used for hubs is often so soft that the varying strain on the spoke-thread wears away the thread in the hub, and causes a loose spoke. This trouble is uncommon when a good mixture of copper and tin is used, but a poor quality of brass, *i. e.*, copper, zinc, and lead give an amalgam that is very soft. Steel, which is used on some first-class makes, has the disadvantage that the spokes may rust in the hub.

Some springs are made (apparently) with the view to give the rider the vibration of the machine, but to save him from a very severe shock. A properly designed spring should give under such small shocks that the vibration may be absorbed. And the resistance to compression should so increase that the spring cannot under ordinary circumstances strike the backbone. There is considerable force required to slide the rear end of a spring in its slot when the rider's weight is on the saddle. It is impossible for the spring to give much under light jars.

The back wheel is often too weak. The rims in old machines can sometimes be moved sideways, *i. e.*, there is side-shake in the rim and spokes.

The remedy is to put in more spokes or to employ a longer hub and so give more spread between the spokes.

Long dropped handle-bars are becoming fashionable, and deservedly, too. By their use a powerful pull can be taken on the handles without tiring the arms. For the strain comes on the joints when the arm is extended, and not on the muscles. The position, too, taken by the rider is one more nearly over the centre of the wheel, and the ease of propulsion thereby increased. In no case should dropped handles be used on a machine unless they can be unscrewed or separated at the middle. For in the event of a fall it is a difficult matter to straighten them unless they can be removed from the machine.

The screw-thread commonly used in the United States is made after the system proposed by Sellers, recommended by the Franklin Institute of Philadelphia, and adopted by the United States government and by many large associations. The thread has flat sides at an angle of 60° to each other, with the top flattened and bottom fill in one eighth of the pitch.

In England the Whitworth thread is used, the sides of which are at an angle of 55° to each other, and the top is rounded off, and the bottom filled in one sixth of the pitch. Threads made according to the American system do not give satisfactory fits when applied to English-made threads. Thread tools for repair work on English wheels should be ground at an angle of 55°, and not of 60°, as usually ground, and the point should be slightly rounded.

The blast of improved forges is furnished by rotary blowers. The large wheel, from which a belt runs to the blower, is either driven by a *crank* or by a wheel and ratchet mechanism, much like the motive parts of the Star machine. The crank is not as good as the second arrangement.

The Star steers easily; for its little wheel is not so hard to turn as the driving-wheel of the crank machine. The small wheel has about one fourth as much weight as the large wheel.

The tendency of old riders, when first trying the Star, is to steer too much. The handle is so much shorter than that of the crank machine that a movement of the handle-bar necessary to guide the crank machine is too much for the Star.

THE rider of a tricycle is lifted when passing over a stone only one half as much as if on a two-wheeler, and since he sits nearer the ground than a bicyclist, receives less forward and backward lurch when the machine springs into a hollow.

IN the construction of the Pittsburgh aqueduct built by John A. Roebling, No. 10 wire was used. This is the largest size used in the construction of bicycles. This had an ultimate strength of 1,100 pounds, and was strung so as to bear a tension of two hundred and six pounds. It will be easily seen that in the case of a suspension wheel one of

the wires would support the weight of the rider.

ALL brands of steel and iron are best when worked in the direction of their length. Upsetting or thickening by driving the metal back into itself so weakens it that by engineers an "upset" is avoided whenever possible.

Now it happens that most bicycle spokes are made by the upsetting process. There are some exceptions; for instance, —the solid drawn spoke of the Star machine.

A Skittish Horse.

ON Saturday, 23 June, as Parker S. Carr, a lawyer of little note, accompanied by his ward, Miss Hattie Tucker, was driving toward Manlius, N. Y., his horse was frightened by two bicyclers and ran away. We glean the following facts from the *Fayetteville Weekly Recorder* :—

"Mr. Carr had driven through the toll-gate, and when within forty rods of the residence of Lucius Hubbard, saw two bicycles approaching at a very rapid gait and about twenty-five rods away. He at once signalled the riders, and asked them to dismount; but they paid no attention to his repeated requests. Mr. Carr states that he had no doubt but that the riders would dismount in time to prevent an accident, until they were within six rods of him, when he jumped from the carriage and took his horse by the head. The riders came on, passing within a few feet of the carriage, when the horse began to jump. Mr. Carr pulled the animal to the right, going through the ditch without tipping the carriage over; but the mare was thoroughly frightened and leaped the stone wall, dragging Mr. Carr over the fence, which is three and a half feet high. The mare then made the circuit of the meadow, and again jumped the wall going into the road about ten rods south of where she left it. As the carriage went over the wall the second time, Miss Tucker was violently thrown into the road, the carriage and harness broken so that the animal became detached and ran up the road toward the bicycles and, being afraid to run by them, stopped. The riders, probably fearful that they might be run over, had dismounted, and when Mr. Steadman, of Fayetteville, drove up they were trying to hitch the mare to a small tree with one of the *tugs*."

The two bicyclers are sons of Forman Wilkinson, a wealthy banker of Syracuse, and a highly respected man. The boys are about fourteen and sixteen years of age, and did not dismount because they understood that by Carr holding his horse's head they were expected to pass. We are informed that Carr will prosecute for damages, and that local public sentiment is against the bicyclers. We trust this case will receive the attention of the proper parties, that the wheelmen may be properly defended.

THIRTY-SIX wheelmen were on the down-east trip. We expect to give a full account of the tour next week.

ROADS AND ROUTES



WE are enabled through the kindness of the *Western Chronicle* to print this very neat little map of the roads within six miles of Moorestown, N. J. Mr. Wm. J. Morrison, of the Moorestown Bicycle Club, first suggested using this for a bicycle map. The idea was so good that his club immediately determined to do something in regard to it, and will send to all wheelmen a copy, with the best roads for bicycling suitably marked, on receipt of one cent to cover postage. The expense of such a map is not very great, and we trust that other clubs will make a move in this most important matter of roads and routes. The best roads out of Moorestown are that leading to Riverton, Palmyra, Haddonfield via Ellisburg, Merchantville, Hartford, Mount Laurel. Riverside to Cinnaminson extends northerly to Burlington and southerly to Camden.

Roads about Greensburg, Pa.

SOME time since I received a letter from a member of the L. A. W. at Johnstown, Pa. asking the condition of the roads from this place to New Florence. I rode it last season on the common roads (and they are very common), but I will never do it again, unless there is a radical change in road making in this county. The party informed me that he and three others had ridden from Johnstown to New Florence on the cinder paths along the edge of the Pennsylvania Rail-

road. I scarcely believed him then, but I do now, for I have tried it myself, and have had some magnificent rides on these same cinder paths. There are, of course, no hills to climb, and although there are some cuts through which I have to walk, you forget this inconvenience the moment you strike the path again, and go speeding on your way like a bird. The Johnstown men have ridden from that town to Blairsville Intersection, 24.7 miles. From this point to Millwood, a distance of 5.5 miles, I as yet know nothing of the road (but will before another fortnight passes if I have good luck, and will inform you), but the distance (5.5 miles) is not great enough to discourage a good rider, or one who enjoys fine scenery. It is between these stations that the beautiful scenery of the Conemaugh is to be seen, known in the Pennsylvania Railroad Guide Book as the "Packsaddle." From Millwood to Pittsburg I can give you the entire route. Follow the railroad from Millwood to Loyalhanna coke works, and there take cinder road along the coke ovens, and thence to Latrobe. From this place to Greensburg, 10 miles, the common road should be taken, keeping to the right of the railroad after passing through the town. From Greensburg, follow the railroad to Turtle Creek station, 18.3 miles; thence via common road through Bessemer, and (at which point will be found the

immense plant of the Edgar Thompson Steel Works). Braddock's Field (celebrated as being the scene of Gen. Braddock's defeat during Washington's time), and thence along the Monongahela River and Second avenue into Pittsburg. I rode from Greensburg to Braddock's and return, on Friday last, between the hours of 7.30 A. M. and 6.30 P. M., resting two hours during the trip, making 47 miles during that time. I do not put this down as fast time, for some portions of the route took considerable walking on account of tunnels and deep cuts through which I had to push my wheel. From Braddock to Stewart station, on the return trip, was one of the finest trips I have ever enjoyed, the cinder along the road being packed as hard and smooth as a floor. I made eight miles in an hour, with easy riding.

While making this trip I came upon many gangs of men repairing the track. At one point one of these men saw me coming upon him swiftly and silently, and turning to one of his fellows asked: "In the name of — what is that coming there?" The other happened to know me and what I was riding, but not caring to spoil the joke, said: "I don't know, but the best thing we can do is to get out of this." That was enough for No. 1, and dropping his pick, he struck out for the field above the track, and only stopped when the laughter of his fellows showed him he had been taken in and I was disappearing around the next curve of the road.

If you wish to see a mad Irishman now, just ask him if he ever saw the devil on a wheel.

No. 3,512, L. A. W.

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for the *WORLD* by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 279,541. Velocipede. Lorenzo D. Cox, Mason City, Ill. Constructed especially for use by cripples.

No. 279,956. Brake for velocipedes. John Knous, Hartford, Conn., assignor to the Pope Manufacturing Company, Boston, Mass. A friction disk brake, apparently adapted for use on tricycles.

No. 280,054. Bicycle. Robert S. McCall and Joseph W. McCall, Kansas City, Mo. Has a depressed reach or backbone, providing a seat hung at about the height of the axles of the two wheels, which are equal in diameter.

No. 280,299. Velocipede. Joseph L. Ellis, Millington, Mich. A bicycle actuated by levers, ratchet wheels, etc.

The Trojans' Club Rooms.

THE Troy Bicycle Club have furnished handsome apartments in the basement of Music Hall, and justly claim that their quarters are excelled by those of few similar organizations in the country. There are a large wheel-room and parlor, divided

by a handsomely designed oak railing, a commodious toilet room, with baths, two large dressing rooms, and a janitor's room. The floors are all of Georgia pine, finished in shellac and varnished, and the ceilings are in hard finish. The parlor is elegantly furnished with ebony chairs and *tétes* upholstered in figured brown silk with crimson silk trimmings, besides two elaborately wrought centre tables, one in polished oak and the other in ebony with marble top. An upright piano graces one corner of the room, and the walls are adorned with the portraits of famous wheelmen and with tasteful engravings. In one of the dressing rooms is a handsome and costly sideboard.

Another Century.

WE have just received information of a good performance, which would not have been recorded if we had relied on the modest participants for the facts. On Saturday, 9 June, Granger Whitney, Louis L. Dodge, J. Elmer Wood, Charles J. Giddings, and Benjamin Thissell, of the Thorndike Club, Beverly, Mass., started on a run of one hundred miles. The party left Beverly at 4.30 A. M., and ran to Newburyport, a distance of twenty-three miles, which was covered, including a short stop at Rowley, in two hours and ten minutes. A lunch was partaken of at Newburyport. Rowley was again reached at 9 A. M., and breakfast eaten at the Eagle. Wheels were again mounted, and Beverly reached at 11 A. M., and the run continued to Lynn, where the party dined at the Sagamore House. Rowley was again reached, at which place a circuit of the town was taken, at the close of which the party repaired to the Eagle House for supper. After a short rest the bicyclists started for Beverly, which was reached in due season. Of the five who started on the ride, only two held out to the close. The cyclometer on Mr. Wood's machine recorded a distance of one hundred and six miles that of Mr. Giddings one hundred and five miles. Mr. Dodge received a "header" on the trip to Rowley, by coming in collision with Mr. Thissell's machine, which had met with an accident, caused by a rut in the road, and badly scarred his right hand. His record was seventy-five miles. Capt. Whitney and Mr. Thissell covered fifty miles each.

The total time was 15h. 6m. Stops 4h. 30m., riding time, 10h. 36m. or ten miles per hour for one hundred and six miles. Both the riders are little more than boys, Mr. Wood being nineteen years of age, and Mr. Giddings only seventeen years. The record would doubtless have been better had not one of the party been taken sick and delayed the others over an hour. The difference in the cyclometers was caused by Mr. Wood riding a mile or so while Mr. Giddings was calling on some relatives. The reason that Rowley was ridden around so much was that it looked like a storm, and the riders did not wish to get too far from the line of the railroad.

RACING NEWS

BLOSSBURG, PENN., 30 MAY. — Five-mile race, O. E. Dewey, Mansfield, first; time, 20m. 23s.; Samuel Ellis, Elmira, second; Wm. Brooks, Blossburg, third. Three-mile race, Chas. A. Bowman, Elmira, first; time, 11m. 32s.; O. E. Dewey, second; Ed. Coy Kendall, Elmira, third. One-mile race, Chas. A. Bowman, first; time, 3m. 32s.; Ed. Coy Kendall, second; H. C. Spaulding, Jr., third.

ANN ARBOR, MICH., 13 JUNE. — One-mile, G. T. Hatch, first; time, 3m. 28s.; H. O. Frank, second; time, 3m. 29s. One-mile, L. D. Taylor, first; time, 3m. 50s.; C. W. Wagner, second; time, 3m. 53s. One hundred yards, slow, G. W. Lee first. The others did not finish. G. S. Hatch and G. W. Lee gave an exhibition of fancy riding.

BRANTFORD, ONT., 14 JUNE. — At Agricultural Park, two-miles, limited to County of Brant: C. Fitch (1); W. Paterson (2). One-mile handicap, limited to Canadians: E. G. Fitzgerald, 160 yards; (1), F. Westbrook, scratch (2). Five-mile handicap, open to all: P. Doolittle, scratch (1), A. Jones, 510 yards (2); J. Moody, 400 yards (3). Fancy riding; P. Doolittle (1).

BROOKLYN, N. Y., 20 JUNE. — Games of Ancient Order of Foresters. Three-mile bicycle race: A. Smith (1), J. M. Austin (2).

WOODSIDE, MORGAN, ARMAINDO. — A six-day race, three hours each day, was run at Milwaukee, Wis., concluding 23 June. W. M. Woodside, scratch; W. J. Morgan, twelve miles start; Louise Armaindo, thirty miles start. Both Woodside and Morgan met with accidents, and Armaindo won. Final scores: Armaindo, 294 miles; Morgan, 285 miles; Woodside, 277 miles. Woodside tried to beat the record for fifty miles the first day, but failed to do so.

Boston and Newton Club Races.

BOSTON, 30 JUNE. — The race meeting of the Boston and Newton Bicycle Clubs at Beacon Park, last Saturday, was a decided success. With the exception of a stiff breeze the weather was all that could be desired, and the attendance very fair. The large number of ladies who graced the occasion was especially gratifying. The prizes were handsome gold medals for first and articles of utility for second. The handicapping was not quite satisfactory, but was perhaps as good as could be expected under the circumstances. The most interesting events were the three-mile scratch bicycle and the tricycle race. In the former Corey and Hitchcock rode with excellent judgment. Bickford proved himself a very good man. The tricycle race was the most exciting event, and had Morris been properly mounted he would doubtless have won. The following is a summary of the events.

One-mile handicap, open to members of Boston Bicycle Club only: J. W. Rich,

200 yards (1); E. W. Hodgkins, 200 yards (2); W. B. Everett, 80 yards (3); T. Morris, scratch (0); Theo. Rothe, 80 yards (0); D. N. C. Hyams (0). A clean walk-over for Rich. Time, 3m., 3m. 21 $\frac{1}{2}$ s.

One-mile Newton Club championship: H. D. Corey (1), J. W. Byers (2). Won easily. E. P. Burnham was entered, but did not start. Time, 3m. 26s., 3m. 28s.

One-mile handicap (open): C. F. Haven, 110 yards (1); J. W. Byers, 200 yards (2); J. W. Wattles, 170 yards (3). Byers's start was fairly well judged. Burnham, the scratch-man, did not start. Time, 2m. 59s., 3m. 5 $\frac{1}{2}$ s.

Three-mile scratch (open): H. D. Corey (1), J. G. Hitchcock (2), F. A. Bickford (3), Albert Hosmer (4). Won by about five yards. Bickford led until the last mile, when Hitchcock went to the front. Time, 10m. 7 $\frac{1}{2}$ s., 10m. 8 $\frac{1}{2}$ s.

One-mile tricycle (open): W. B. Everett (1), Freelon Morris (2), Abbot Bassett (3). W. W. Stall and R. M. Diaz were entered, but did not start. Morris was allowed to make a post entry. He got a poor start, but recovered himself speedily. For the first half of the mile the race was between Bassett and Everett, after which the former fell in the rear, and Morris made it decidedly warm for Everett, and the pair raced neck and neck for about half a lap. Coming down the homestretch Morris seemed a likely winner, but Everett drew away and won by about a yard. Time, 4m. 32s., 4m. 32 $\frac{1}{2}$ s. The machines ridden were: Everett, 48-inch Coventry Rotary, geared level; Morris, 48-inch Salvo, geared to 42-inch. Bassett, 48-inch Victor Rotary, geared to 43 $\frac{1}{2}$ -inch.

Five-mile handicap (open): E. P. Burnham, scratch (1); Theo. Rothe, 900 yards (2). Won by over a lap. There were six entries, but only two started. Time, 17m. 21 $\frac{1}{2}$ s., 18m. 5 $\frac{1}{2}$ s. Rothe's back wheel refused to turn, and his progress was much impeded thereby. The following were the officials: Referee, E. C. Hodges; judges, E. C. Churchill and A. D. Claflin; scorers, G. B. Woodward, C. W. Fourdrinier, and S. N. Turner; time-keepers, A. L. Woodman, P. L. Aubin, and L. R. Harrison; clerks of the course, J. C. Ellms, Jr., B. L. Knapp and C. W. Clapp; starter, F. W. Weston; handicappers, for open events, Fred Jenkins; for Boston Club race, E. C. Hodges. The track was four laps to the mile, measured three feet from the pole, L. A. W. rules governed the meeting.

The World Championship.

THE five-mile race between J. S. Prince, of Washington, D. C., and H. W. Higham, of Nottingham, England, for the championship of the world and a purse of \$500, took place Saturday, 30 June, at Athletic Park, Washington, D. C. Higham was given the pole and took the lead, keeping it for three quarters, when Prince passed him and kept the lead for the next two quarters. Then Higham regained his place and kept it till within

a half mile of the end of the race, when Prince made a splendid spurt, winning in 18m. 47 $\frac{1}{2}$ s., with Higham only one second behind. It was a very closely contested race, the two men seldom being more than ten feet apart. At the finish, the enthusiasm of the crowd knew no bounds. Several hundred men rushed across the track. The victor was raised to their shoulders and carried to the judges' stand, while the crowd cheered themselves hoarse. The championship is to be decided by three races of five, ten, and twenty miles. The next race will be the last named, and will be run in Rochester in about two weeks. Previous to the above races the following events were held: Two-mile handicap, open to amateurs: C. Frazer, 80 yards (1); B. W. Hanna, scratch (2); J. C. Smith, 50 yards (3). Frazer rode a Star. We have no record of the time made. Rex Smith, of the Capital Club, gave a very interesting exhibition of fancy riding. One-mile handicap, open to members of Capital Club only: B. W. Hanna, scratch (1); L. W. Seeley, scratch (2); Seward Beall (3).

BOSTON CITY RACES, 4 JULY. — Races held on a track made for the occasion in which the large malls were used. There were five contests: One-mile, C. F. Haven (1), 3.14 $\frac{1}{2}$; W. B. Segur (2), 3.21 $\frac{1}{2}$; G. Freese (3). A good race between the leading men. Two-mile: A. D. Claflin (1), 7.4 $\frac{1}{2}$; W. B. Segur (2), 7.13 $\frac{1}{2}$; G. Freese (3). Five-mile, professional: C. J. Young (1), 17.18 $\frac{1}{2}$; A. Hosmer (2), 17.31 $\frac{1}{2}$; J. E. Mellen (3), 17.31. On the homestretch Mellen put on a spurt and passed Hosmer on the inside. The latter protested to the judges, his claim was allowed, and he took second money. By entering this race Hosmer became a professional. Three-mile: H. D. Corey (1), 10.19 $\frac{1}{2}$; C. F. Haven (2), 10.20 $\frac{1}{2}$. Five-mile amateur: E. P. Burnham (1), 18.35; W. W. Finley (2), 19.0 $\frac{1}{2}$; G. Freese (3). The prizes were gold and silver medals for the amateurs, and \$50, \$30, and \$20 for the professionals. The medals were beautiful in design and workmanship, and displayed the generosity of the city. The officers were: Referee, Abbot Bassett; judges, C. L. Clark, C. S. Howard; clerk of course, J. T. Dyer; starter, F. W. Weston; time-keepers, W. W. Stall, Charles E. Bassett.

SPRINGFIELD, MASS., 4 JULY. — One-mile bicycle race: C. S. Fiske, of Springfield, first, in 3.13 $\frac{1}{2}$; J. Landen, of Springfield, second; McGarrett, of Springfield, third.

Two-mile: W. C. Palmer, of New Haven, first, in 6.44; A. G. Prince, of Pittsfield, second; Wesley Barbor, of Springfield, third.

Five-mile: George Hendee, of Springfield, first, in 18.27; W. C. Palmer, second; C. S. Fiske, third.

LYNN, 4 JULY. — Bicycle and tricycle races around the Common. In the latter race money prizes were awarded, while medals, of a neat and tasty design, were

given the winning bicyclers. The bicycle races were run in heats, and in the first contest the following entered: A. W. Fuller, W. C. Stewart, F. W. Goodwin, L. F. Holt, E. Davidson, Charles Whitten. Fuller was awarded the first medal. Whitten came in second, but there was an objection to his being awarded the silver medal, being said to be a professional, therefore the committee decided to hold back the prize. In the second race, H. D. Lombard, Charles Wilson, G. A. Berry, A. Davidson, G. Kane, L. F. Holt, and Charles H. Evans started, and Davidson and Kane were awarded medals. The boys' tricycle race was contested by Willie Senter, Burton Breed, and George Horney, and the two former were awarded the prizes.

BALTIMORE tried to get up a one hundred-mile race last August, but no officers could be found to serve. Messrs. Kenley and Price, of the Maryland Club, and Foster, of the Incurables, were to attempt it again 4 July, and had secured paid timers and scorers, but at the last moment the Maryland men backed out, so we are still without any records over fifty miles.

THE Incurables have invited W. H. Austin, of the Kings County Wheelmen, to come down to Baltimore on 21 July, and try and beat the 25-mile record there, he having been unfortunate in his effort in New York on 23 June. This record, 1h. 43m. $\frac{1}{2}$ s., was made by Foster, 8 July, 1882, in a 50-mile race, and should be easily lowered. Jenkins, of Louisville, has also been invited to come on, and the Incurables will be glad to see any others who are good distance men. Gold and silver medals to first and second.

FIVE Baltimore wheelmen entered the professional ranks last week in a mile race. N. H. McManus won, C. Logan second, at the Scheutzen Park French Society's Picnic.

MR. CRAWFORD, of Chicago, called on us on his way from New Haven, where he had been taking his "exams." for Yale. He will be on hand next season to give Hamilton a go.

It is very probable that the bicycle track on the Common, which was put in fine condition for the races on the Fourth, will be a permanent feature of Boston's favorite pleasure ground.

THERE will be a twenty-mile road race, on oyster shell roads, at Baltimore, Md., 3 October. Gold medals to first, second, and third; open to any amateur.

THE bicycle races at the annual exhibition of the New England Agricultural Society, to be held at Manchester, N. H., 4 September, will consist of the following events: A two-mile race for three prizes, valued at \$75; one-mile race for three prizes, valued at \$60; one-half-mile race for three prizes, valued at \$50. The races will all be best two in three heats, and will be run under the auspices of the Manchester Bicycle Club. Previous to the races there will be a parade of all the

wheelmen present, as at Worcester last year.

LOUISE ARMAINDO will give a two days' exhibition race at Lawrence, Kan., 6 and 7 September, during the Western National Fair. She receives \$200 a day and expenses. She will not go to Europe this season.

WE have received a certificate from the referee and judges of a fifty-mile race at Milwaukee, in which Woodside claims to have broken the record, having made the distance in 3h. 4m. 1s., but since Prince has a record of 2h. 59m. 15s. for this distance, we cannot see how the claim can be allowed.

CURRENT CALAMO

J. L. BIRD, a prominent dry-goods merchant of Baltimore, attempted to coast down Mount Washington (six miles from the city) last week, and seems to have lost his presence of mind or control of the machine. There is a sharp turn near the bottom and here he was thrown, fracturing the left thigh in two places. This hill is about 1,500 feet long, and has never been surmounted by any bicycle.

THE *Amateur Athlete* bit off more than it could conveniently masticate.

WE wonder which paper will be the next to suspend.

THE Boston Club is talking of a "drag net" committee, to discover who the member is who is depicted in the *Police Gazette* as eloping with a young lady on his bicycle.

THE *Globe* criticises some of the officials last Saturday for playing ball between the races.

THE Springfield Bicycle Club has engaged the City Hall, the Skating Rink, and Hampden Park, to be used for the tournament in September, and for music, E. H. Little's Band of twenty-five men, C. W. Hutchins's Band, twenty-five men, both of Springfield, and Colt's Band, twenty-eight men, of Hartford, Conn. The club has made arrangements with G. G. Barkentin, of New Haven, to furnish 5,000 meals a day for visiting wheelmen. Stoddard, Lovering & Co., the Cunningham Company, and Samuel T. Clark & Co., will receive on consignment wheels from foreign manufacturers intended for exhibition. J. S. Dean has been appointed chairman of the exhibition committee, to whom all communications should be addressed. Applications have been made to the secretary of the treasurer to make the exhibition hall a bonded warehouse, so that no duties will have to be paid on goods for exhibition only.

THE Boston Club, at its last meeting, voted to hold a 100-mile road race in the fall, open to all amateurs, and a road race of twenty mile for tricycles, for members of the club, and a road race for sociables. It also recommended its members to adopt the C. T. C. uniform as an undress uniform.

FORTY-SEVEN wheelmen started on the Canada tour last Monday. The list of 'entries' was as follows: Chicago club, Dr. C. P. Pruyn, S. H. Vowell, Ernest Mehrling, Dr. G. L. Hendersen, Samuel Danziger, J. V. Calkins, D. M. Stevens, A. G. Bennett, E. F. Binne, B. B. Ayres, J. W. Johnson, C. F. Smith, H. F. Fuller, F. H. Irish, J. O. Blake, A. Bronson. Others from Illinois, Frank Buel, G. F. B. Bryant, Danville; C. F. Vail, Peoria. Minnesota, B. E. Melvin, J. S. Wilson, H. S. Balcom, Winona; H. F. Pringle, Northfield; Capt. Hill, Fairbault; T. J. Richardson, Minneapolis. Wisconsin, Fred. W. Warner and A. S. Hibbard, Milwaukee; F. C. Bissell, Neenah. Kentucky, Sam. Hallway, J. F. Adams and Clarence H. Jenkins. Louisville. Ohio, Charles A. Hannah, Cadiz. Massachusetts, E. F. Tolman, Worcester. Michigan, Detroit Club, L. J. Bates, C. H. Smith; Meteor Club, Detroit, C. D. Standish, F. I. Curtis, J. C. McCaul, Geo. K. Root, Edmund Daniel, H. J. Luce; Marshall Club, C. E. Gorham, A. H. Cathcart; Ovid Club, W. C. Marvin, H. M. Keyes; Ann Arbor Club, George W. Lee; Battle Creek Club, R. H. Alward, Arie DeVos; unattached, B. P. Davenport, Saline. We have not been advised of the composition of the party at the start.

LILLIAN WHITING, an interesting contributor to the Chicago *Inter-Ocean*, says: "The only moment when I ever envy masculine privileges is when I see a man on a bicycle. As a general rule I think women have by far the best time. Everything but the bicycle. Now if I were to start a crusade, or tilt a lance, it would be for that rather than for political enfranchisement. I would rather ride on a bicycle than to vote of the two — though I suppose that this confession would appear a most ignoble one to the apostles of 'advanced thought.'"

THE spectators at the Boston and Newton Club race meeting were much disappointed at the non-appearance of C. H. Chickering, the Star rider who was entered.

THE Bicycle Union is no more, having changed its name on 14 June to the National Cyclist Union.

THE *Amateur Athlete*, published by Oliver & Jenkins, has been obliged to suspend publication for want of patronage. The publishers claimed that the N. A. A. A. paid \$1.00 each for 1,000 subscriptions at the start, but the paper has lived only three months.

A LADY and gentleman of Boston will shortly attempt to ride from here to Worcester in one day on a sociable tricycle. This will be the first long run ever made in this country by a lady on a tricycle.

A PROMINENT clergyman in the western part of the State, who lives a long distance from his church, has purchased a tricycle to ride on Sunday to his house of worship, because he has conscientious scruples against unnecessarily working

his horse on the Sabbath, and the tricycle, he claims, has rendered the use of a horse a luxury rather than a necessity.

COL. A. A. POPE sails for Europe on the 14th inst. He will meet Mr. Frank Weston at Bradford, Eng., whence both will proceed to the Harrogate meet, to be held on 4 August. Mr. Weston sails on the 21st. He has been recently elected vice-president of the North of England meet.

THE active and associate members of the Boston Bicycle Club handled the sphere at the South End grounds on Saturday afternoon. Of course it was funny and we wish space would permit us to give a detailed account of the antics, muffs, and good plays of each member. The score was eighteen to twelve in favor of the actives. This score was doubtless due to the superior physical condition of those who ride the bicycle. Score another for the bike.

OFF THE SIDEWALK. — A "bicyclist" in the New Haven *Register* thus sensibly expresses himself: —

"A thorough and almost daily use of the bicycle for business and for pleasure the past four years convinces me that there never occurs a time or place within our city limits when riding on the sidewalks is at all necessary. The rider who has not vim enough to use the machine in its proper place — the street — should not attempt to impose upon an indulgent public by endeavoring to propel it where no vehicles, save baby carriages, are tolerated, and this, too, in the face of a city ordinance to the contrary."

We have no sympathy with wheelmen who ride where they have no business to. Why should 'cyclers claim the right to a use of the highways when they trespass on what belongs solely to pedestrians?

WHEEL CLUB DOINGS

A MEETING of the bicyclers of Cambridge was held at the N. S. Club rooms, Brattle square, Wednesday evening, 27 June, for the purpose of organizing a club. Twenty-two wheelmen were present, who, after much discussion, decided to name the organization the Cambridge Bicycle Club. Committees were appointed to draw up a constitution and obtain designs for a club badge. The following officers were elected: President, A. D. Hayes; secretary and treasurer, William Gough; captain, H. C. Piper.

At the first annual meeting of the Charlestown Bicycle Club the following officers were elected for the ensuing year: President, E. D. Tibbetts; secretary and treasurer, F. A. Parchley; captain, C. W. Howard; first lieutenant, F. S. Nelson; second lieutenant, J. H. Vivian; club committee, president, secretary, captain, and G. A. Hanson and E. G. Frost.

At the annual meeting of the Kankakee Bicycle Club the following officers were elected for the present year: President, Frank E. Drake; secretary and treasurer, James E. Chipman; captain, Arthur B. Holt.

A BICYCLE CLUB was organized in the city of Brooklyn, N. Y., on 18 April, 1883, known as the "Heights Wheelmen." Officers elected: President, E. J. Milhan; secretary and treasurer, F. L. Dunnell, 186 Joralemon street; captain, J. C. King; sub-captain, A. R. Dunnell. The uniform adopted was dark blue knickerbockers and coat, white shirt with blue lacing,

and cap with visor. The rooms are situated in the Hamilton building, 44 Court street, upstairs. Visiting wheelmen will be cordially welcomed.

THE Williamsport (Pa.) Wheel Club was organized 20 June, 1883, with headquarters at No 32 Willow street, with the following officers: President, R. W. Gibson; vice-president, E. A. Cornell; secretary and treasurer, Charles V. Runkle; captain, Jo. Schneider; first lieutenant, Josiah Howard; second lieutenant, J. W. Bowman; club committee, president, vice-president, secretary, and treasurer (ex-officio), Bart Brown, and J. W. Bowman.

THE Lowell Bicycle Club went to Salem, Sunday morning, by train, and on arrival mounted their wheels for a run through Swampscott and Lynn to Nahant, where dinner was taken. The club started homeward at 1.30, swinging round through Marblehead, and thence to Juniper, where supper was taken.

THE antique and horrible parade under the auspices of the Newton Bicycle Club was an interesting and novel show. The place of meeting was at Elliot Block, where, from 5 to 6.30 A. M., wheelmen were coming and spectators gathering. Among the most noticeable costumes were a pretty fat little girl on a Star, a tiger and frog, two ballet girls, Ben. Butler, a policeman who announced his intention of keeping bicyclers off the sidewalk, a clown, Uncle Sam, Indians, old men, Chinese, and all sorts of grotesque and unique "make-ups." There were about forty dressed in costume, who, after a parade through the Newtons, were entertained by the Newton Club. Lack of space and time forbids further mention of all the participants as we would like.

BOOKS AND PAGES

THE *Wheelman* for July is a very artistic production. The leading article is a second paper, by C. A. Hazlett, on "Pedalling on the Piscataqua," and is well written and beautifully illustrated. THE "Bicycle in Philadelphia," by H. B. Hart, is an historical account of the progress of the wheel in the Quaker city. The rest of the magazine contains much interesting matter. "Mr. Cobb and Miss Margary come out Strong," by President Bates. A paper on the "Energy Expended in Propelling a Bicycle," photographic tricycling, and other articles fills its pages.

THE *Tricyclists' Indispensable* for 1883 is but another proof of the popularity and increase of tricycling. This work contains as usual a description of all the tricycles made in the world, and is replete with facts and suggestions of value to riders intending purchases of a tricycle. It can be obtained in this country at the Overman Wheel Company, Hartford, Conn.

CYCLISTS' TOURING CLUB

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or city consul) to Frank W. Weston, chief consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address on receipt of a stamped, directed envelope.

APPLICATIONS FOR MEMBERSHIP. — H. N. Keys, Main street, Ovid, Mich.; A. H. Vail, 254 Main street, Poughkeepsie, N. Y.; F. H. Scott, 75 Canal street, Grand Rapids, Mich.; J. S. Emans, 26 No. Hamilton street, Poughkeepsie, N. Y.; C. S. Reeves, Main street, Ovid, Mich.; W. J. Noel, 279 Main street, Poughkeepsie, N. Y.; W. C. Marvin, Main street, Ovid, Mich.; C. F. Cossum, 57 Washington street, Poughkeepsie, N. Y.; L. S. White, Maple avenue, Waterbury, Conn.; O. Cossum, 57 Washington street, Poughkeepsie, N. Y.; L. Lucas, 14 Water street, Baltimore, Md.; P. Fitchett, 236 Main street, Poughkeepsie, N. Y.; H. F. Parker, Cannon street, Poughkeepsie, N. Y.; C. M. Ostrander, 25 Washington street, Poughkeepsie, N. Y.

THE NEW UNIFORM. — Each member can and should now obtain the C. T. C. uniform. Full information on

this important subject will be found in the C. T. C. column of the BICYCLING WORLD of 15 June last, page 70.

THE CLUB HANDBOOK. — Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. R. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

THE HARROGATE MEET. — The seventh annual North of England Meet of the "Cyclist Touring Club at Harrogate will be held on Monday, 6 August next. Every American member now travelling in Europe should make it a point to attend. The last steamship available for the Meet will be the "Cephalonia" (Cunard line) sailing from Boston, 21 July next. The C. C. has arranged that club members only can obtain through him first cabin return tickets on this or any previous Cunard steamer at the rate of \$144.

APPOINTMENTS. — State consul for Pennsylvania, Mr. Geo. D. Gideon, 1725 North 21st street, Philadelphia; consul for Springfield, Mass., Mr. A. L. Fennessy, 17 Oak street; consul for Concord, Mass., Mr. F. Alcott Pratt, Main street.

'CYCLING INSTITUTIONS

PENNSYLVANIA STATE DIVISION. — Officers: Chief consul, George Sanderson, Scranton; representative, George D. Gideon, 1725 N. Twenty-first street, Philadelphia; secretary, Victor M. Haldeman, Marietta; treasurer, Fred. McOwen, 905 Holly street, W. Philadelphia. The following-named gentlemen have been appointed consuls to date: F. C. Hand, Scranton; W. Frank Correcht, Lancaster; V. M. Haldeman, Marietta; E. H. Ames, Titusville; F. McOwen, Philadelphia.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers To Correspondents.

GEESER. — Thanks for paper. Too late for last issue.
C. H. LAMSON. — Thanks for paper. Too late for last issue.
A. B. HOLT. — Thanks for item.
H. WASHINGTON. — Have made the correction requested, as you will see elsewhere.
FRANK B. MARLOW. — Thanks for programme.

FIXTURES

Friday, 6 July:
Champion City Club go into camp.
Sunday, 15 July:
Laramie Bicycle Club, to Iron Mountain and return.
Sunday, 29 July:
Laramie Bicycle Club, to Elk Mountain and Rattlesnake Pass.
Monday, 20 August:
Laramie Bicycle Club, to exposition at Denver, Colorado.
Saturday, 1 September:
Laramie Bicycle Club, to Virginia Dale and Diamond Peak.
Tuesday, 18 September:
First day of Springfield Club tournament.
Wednesday, 19 September:
Second day of Springfield Club tournament.
Thursday, 20 September:
Third day of Springfield Club tournament.
Wednesday, 3 October:
Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 58-inch H. F. Harvard, bicycle style "A"; it has been used but little and it is practically as good as new, I mean it cost \$135.00, will sell for \$60; don't be afraid of it because it is cheap; a bargain for somebody; can be seen at the Cunningham Company, Tremont and Berkeley streets. Address, D. D. NEVINS, Attleboro', Mass.

FOR SALE CHEAP. — One each, 52-inch Harvard Special, run forty-two miles; 52-inch Harvard Light Roadster, 52-inch Harvard Roadster, 54-inch

Expert, 50-inch English Superb, 58-inch British Challenge, new 48-inch Standard, and 46-inch Royal Salvo tricycle. A. J. KOLP, Scranton, Pa.

FOR SALE. — A 56-inch full-nickelled Harvard Roadster, been used but little, too small for owner, Harwood patent adjustable step, Nash handles, Hill & Tollman bell; price crated, \$120. Address, A. B. C., 103 East 4th street, Oswego, N. Y.

FOR SALE. — A Club Bicycle, 50-inch, new in April, extra painted and nickelled, ball bearings, all improvements. "R," Box 1016, N. Y. City.

FOR SALE. — A 52-inch Expert Columbia, full-nickelled except felloes, ball pedals and cyclometer, in excellent condition; owner has ordered a size smaller; price, \$120. Address, FRANK, P. O. Box 1252, Worcester, Mass.

Leaguers, Attention!

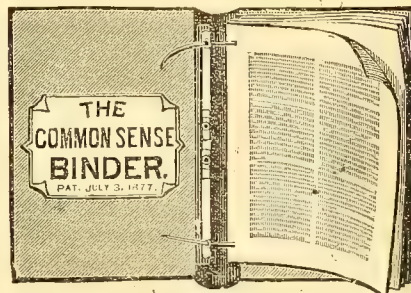
The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. — Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,
NEW YORK.



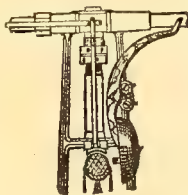
Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
 DAYTON, OHIO,

For large Illustrated Price List of
 New and Second-Hand Machines.
 Second-hand Bicycles wanted.

WHEEL LITERATURE.

We keep on hand a supply of the following wheel
 literature, and will send copies, postage paid, for the
 sums set against them:—

Sturmy's Bicyclists' Indispensable.....	\$0.55
" Tricyclists' ".....	.60
" Guide to Bicycling.....	.43
Cortis on Training.....	.43
Bicycle Primer, illustrated.....	.10
A, B, C of Bicycling.....	.12
Lyra Bicychica, Poetry.....	.40
Bound Volumes of WORLD, I. to VI.....	2.00
American Bicycler, 1879.....	.35
Cycling Sketches.....	1.00
Photos. of Newport, Boston, and Chicago Meets.....	.50
Common-Sense Binders for WORLD.....	1.00



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made
 that when it becomes slack it can be *easily* and *quickly*
 tightened. No rider who values COMFORT can afford to
 be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,
 Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
 Building, Boston, Mass.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States,
 Great Britain, and all other patent-
 granting countries. Inventions relating to bicycles, tri-
 cycles, and their accessories, a specialty. **HENRY W.
 WILLIAMS**, 258 Washington street (opposite *Herald*
 building.)

H. D. HEDGER, 8 Church street, Boston. Bicy-
 cle Repairing, Nickel Plating and Painting a
 Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat.
 Made of brown canvas, lined. Gift buttons on the
 side. Sample pair sent, postpaid, for \$1.25. Agent for
 Columbia. **JOHN WILKINSON**, manufacturer, 77
 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheap-
 est, lightest, and most convenient thing of the kind.
 May be put in pocket when not in use. By mail, seventy-
 five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212
 S. No. 12th street, Agency of the Pope Manufacturing
 Co., for the Harvard, Club, Premier, Yale, Challenge,
 and all high-class bicycles. A splendid line of domestic
 and imported Bicycles always in stock. Bicycles, and
 Tricycles bought, sold, and exchanged. Full line of
 Wheel Sundries kept in stock. Eastern rates met on
 everything. Repairing and nickelling promptly done.
 Send stamp for descriptive circular.

THE PERFECTION CYCLOMETER is guar-
 anteed correct; fits any size wheel and can be tested
 on any kind of road. **H. S. LIVINGSTON**, Cincinnati,
 Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-
 inch, with rubber tires; 34-inch to 42-inch, with
 iron tires. Agents wanted in every part of the United
 States. Write for catalogue and discounts. **R. P.
 GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia,
 Pa. American and English Bicycles, and a full
 line of Second-hand Machines on hand. Send for price
 lists.

PHILIP T. DODGE, Attorney and Solicitor of
 AMERICAN and FOREIGN PATENTS, Washing-
 ton, D. C., 818 F street, facing Patent Office. Special
 attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten
 trousers at bottom; neat, strong, pliable, and every
 way effective. Send four 3-cent stamps for sample pair.
 For sale by all bicycle dealers or by the **OVERMAN
 WHEEL COMPANY**, Hartford, Conn.

**WILMOT & ALDEN, DOUBLE FANCY
 RIDERS.** Exhibitions given, including single
 and double riding, and Indian club swinging. Challenge
 the world in double riding. Care of Pope Manufac-
 turing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street,
 Chicago, Ill., manufacturers of Bicycles, Tricycles,
 Velocipedes, etc., etc. Send for illustrated catalogue
 and price list.

**SPECIAL NUMBER OF "BICYCLING
 WORLD."** CONTENTS: Review of the year 1882;
 The Constitution, Rules, Officers, Consuls, Committees,
 etc., of the L. A. W., corrected to date of issue;
 Rights of Bicycles, as shown by the decisions of the
 Courts in special cases, and quotations from the Law
 upon the subject. Prepared for the use of American
 Wheelmen by the Committee on Rights and Privileges
 of the L. A. W.; a full and complete list of clubs, with
 officers, etc.; Racing Record of the year 1882, giving in
 brief a summary of all the races that have occurred the
 past year; tables showing the fastest record time in
 America and England, amateur and professional, on bi-
 cycle and tricycle; notable performances on the bicycle
 and tricycle in America and England; Tips on Training,
 gathered from Cortis, Hillier, Keen, Prince, and other
 first-class authorities in America and England; Hints,
 Suggestions, Tips, etc., on the choice and care of ma-
 chine, riding, etc., selected from the best authorities.
 Twenty-five cents per copy, postage prepaid; ten copies,
 \$2.00. Subscribers to the WORLD can obtain copies for
 twenty cents. We shall issue a supplement to the
 special, 1 July, with corrections to date. **E. C.
 HODGES & CO.**, 8 Pemberton square, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

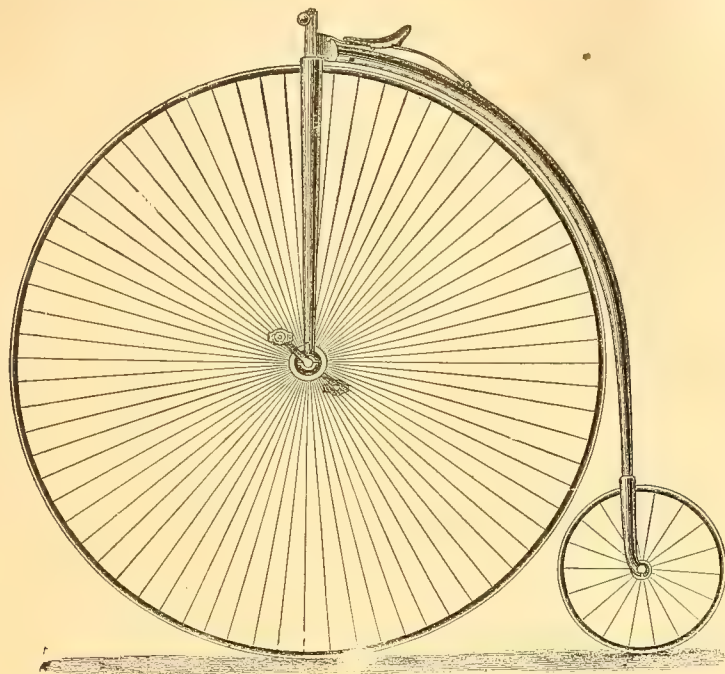
Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

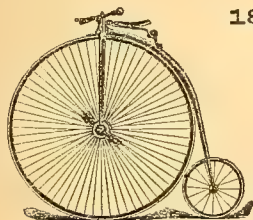
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



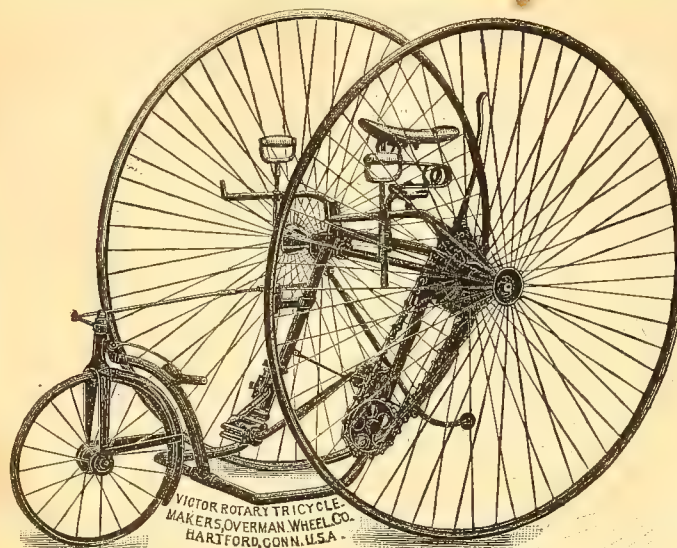
Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten
per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

Licensed by the Pope Manufacturing Co.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above. \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS.

THE hopelessly unprotected situation of a rider of the wheel when caught in a rain storm, perhaps miles from any shelter, is melancholy in the extreme. In view of mitigating the horrors of the situation, we have provided a new line of goods to be known as "**'CYCLERS' WATERPROOFS.**" These consist of **Coat or Cape**, made short so as not to interfere with working of machine; **Leggings**, fitting the leg and extending up under coat, and **Cap Cover**, usually of Boston Club Cap pattern. These complete the suit, but we have provided a **Saddle Cover** to protect saddle when machine may be exposed, leaving the saddle dry and comfortable for a remount. Saddle cover can be furnished of suitably stronger material which may be used in riding by those who are troubled with saddle becoming wet with perspiration.

Prices vary with material from \$6.50 upwards for complete suit. Saddle covers, 50 and 75 cents each.

The "**AMERICAN SANSPAREIL**" Roadster, Light Roadster and Racer, and the "**AMERICAN**" Bicycles.

The "**AMERICAN STAR**" Bicycle has small wheel in front, effecting perfect safety.

The "**VICTOR ROTARY**" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,

BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 13 JULY, 1883.

Volume VII.
Number 10.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,

357 WASHINGTON ST., BOSTON.

COREY HILL

CLIMBED ON A

Victor Rotary

TRICYCLE!

The first and only time this celebrated hill has ever been surmounted by a three-wheeler!

Take Notice of this FACT!

THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

FACTORIES.

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS.)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{1}{2}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{1}{2}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. ~~See~~ If you want a Tricycle send for information, also. ~~See~~

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

For a Meet or Drill, every Club
requires a Flag.

Nickel-Plated Flagstaff, with Handle-
Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the

YOUTHS' IDEAL BICYCLE

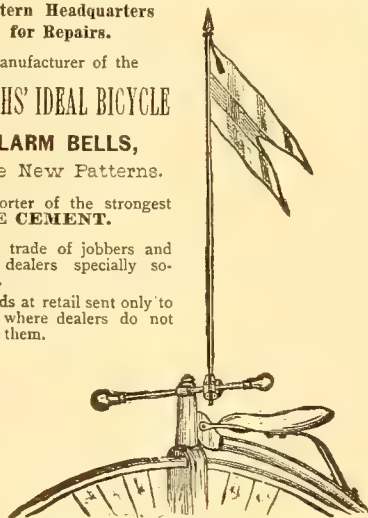
ALARM BELLS,

Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
licited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street - CHICAGO.

THE AMERICAN STAR BICYCLE.

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
OTHER DANGEROUS FALLS.**

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

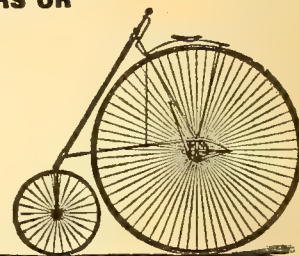
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central West
ern States and the South for the sale of machines on the
instalment plan, buyers will get terms favorable to their
wishes. Bicycle Suits, Shoes, The Galway Summer
Helmet, Sundries, Machines repaired. Address at 164
Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

Exact Size.



WHEELMEN'S LEAGUE BADGES of
the New Design. Handsome Solid
Gold Pins, garnet stone centres
\$3.50 and \$5.00 each. The same
with extra finished settings, \$7.00
and \$8.00 each. Best finish with
small **DIAMONDS**, \$15 to \$25 and up-
wards. The design also mounted
as watch charms, sleeve buttons,
etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or
P. O. order for the style desired, will receive immediate
attention. Address C. H. LAMSON, Portland, Me.

HARWOOD'S SAFETY STEP



No. 4.

Is made in four styles, to fit any machine without
drilling new holes in backbone. The bevelled teeth
prevent tearing the clothing, and secure firm foot-hold
in mounting. The Safety Flange prevents cutting the
leg in case of a misstep or fall. The cut represents the
new style of No. 4 Step adopted by Stoddard, Lovering
& Co. on the British Challenge. Price: Crocus-pol-
ished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - - MASS.

THE Bicycling World

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 13 JULY, 1883.

CONTENTS

Editorial: A Just Decision; Notes	113
Currente Calamo	114
A Chapter on Accidents	114
Century Runs	115
Corey Hill on a Tricycle	115
Tricycling in Jersey	115
An Impostor	115
Patents	115
Montreal Murmurings	115
Manchester's Fourth	115
Racing News	116
Tricycle Road Race	117
Exotic Mems	117
English Notes	117
Wheel Club Doings	118
'Cycling Institutions	118
C. T. C.	119
Fixtures	119

A JUST DECISION.

IT is real refreshing during this hot spell to know that there are a few cool-headed and just judges who are not biassed in favor of horseymen. The Washington wheelmen are to be congratulated on having Judge Snell to adjudicate for them, as the following facts and sequel show. In the police court, 2 July, Thomas D. Chapman was arraigned for assaulting Frank R. Lane. The facts in the case were these: About twenty members of the Capital Bicycle Club were returning from the race Saturday evening, by way of Ninth street, when

they were interrupted by a light road wagon, the driver of which, one T. D. Chapman, persisted in breaking the line and obstructing the way on either side as the wheelmen attempted to pass.

One or two riders were forced to dismount, and the annoyance was continued down to Rhode Island avenue. Here the club turned off, as the avenue at the time was clear of vehicles, and it was supposed the annoyance would cease. The procession was again broken, however, in the same manner, and at Columbia street, where a second turn was made, the driver of the team forcing his horse upon Mr. F. R. Lane, cramping his wheels to accomplish his purpose, resulting in throwing Mr. Lane violently to the pavement and badly damaging the bicycle. Chapman then attempted to drive rapidly away, but the horse was caught by Mr. Lane and others, a mounted policeman called, and the man taken to the second precinct station. A charge of assault was entered and the bail placed at \$100.

The case was continued until 3 July, as the defence wished to bring in witnesses. The matter came before Judge Snell, who decided the case as follows after hearing all the evidence:—

"In consideration of the fact that Mr. Lane had sustained only slight injuries, and that the damage to the bicycle could not be considered in a case of assault, a nominal fine of ten dollars was imposed. The amount of damages for injury to the bicycle, however, is a matter for after consideration by civil suit. The judge, in imposing fine, stated that in the eyes of the law a bicycle is a carriage, having in common with other carriages equal rights to the streets and highways, protected by the same laws, and their riders amenable to the same road laws governing the drivers of other vehicles. The decision was also given that while the law defines exactly how carriages (or bicycles) shall pass each other in an opposite direction, that in passing in the same direction it is allowable to pass upon either side which offers the least obstruction or gives the most open way; and after the carriage or bicycle behind has indicated the course by starting upon it, the carriage in front must not obstruct the way. When a man driving a team turns out of his course to obstruct the course of a bicycle, he does so at his peril. Where the way was open upon both sides, usage, however, requires that the party in

the rear desiring to pass shall do so on the left."

The Washington *Evening Star* editorially says anent this decision:—

"Without entering into any personal feeling which may have existed in the case, the public will be gratified at the decision rendered by Judge Snell to-day, to the effect that persons using bicycles have equal rights to the streets with those using vehicles propelled by horse power. Many persons owning or driving riding horses have too long been under the false impression that they have superior rights to the public streets, and the ruling of Judge Wylie and that of Judge Snell will prove to be healthy correctives that were badly needed. Meantime, while the rights of wheelmen are being protected, let them, too, remember, as well as horsemen, that the rights of pedestrians to the roadway, and especially to the street-crossings, are paramount."

The quick and decided action of the members of the Capital Club is particularly praiseworthy, and might well be emulated by any one who is assaulted. A civil suit is attended with long and vexatious delays, but a criminal complaint is decided quickly. We would advise any bicyclist who has the misfortune to be run into by reckless or malicious drivers to enter a criminal complaint immediately. If a civil suit is desirable to recover damages, let it come after.

WE met one of these hogs of the road, if our readers will pardon the expression, while returning on our bicycle from Newton, on 4 July, and it was only by a piece of reckless gutter riding that we escaped being run into. The gentleman, for such his appearance would indicate him, insisted upon driving on the wrong side of the road in order to avail himself of the shade which the trees afforded him on that side. The summary criminal disposition of a few such will be of untold benefit.

WE are informed that the St. Nicholas Toy Company, of Chicago, has refused to pay royalties to the Pope Manufacturing Company, and that the latter will bring suit immediately. Mr. Charles E. Pratt has just returned from the West, where, we are told, he has been in connection with this matter. If our information is correct, we shall watch the result with interest.

THE tricycle Mr. Stall rode up Corey Hill is the same one in which he recently astonished some bicyclers returning from Beacon Park by reaching town before them. This illustrates well that speed is not incompatible with power. The time has arrived when a hill-climbing contest would be a success. Why don't some of our leading clubs promote one? We seriously doubt whether there are half a dozen riders in this country who can

climb this hill, but should much like to have them induced to try it. A suitable prize would doubtless draw out many who fancy themselves for this sort of work.

THE following is taken from a letter received by us from a large advertiser, who has been testing the wheel press: "The WORLD has thus far been of more actual value than any other paper, so far as business is traceable."

CURRENTE CALAMO

WE penned a remark about the hot weather last week, but the compositor who had it in hand froze to death while setting it.

IN spite of the cold wave we may now look for heat, dust, flies, mosquitoes, and content ourselves with early-morning or evening rides.

NO, Brother Argus, the grapes are not sour. We've tasted them and have had our fill.

THIS is good weather to lay in a hammock and imbibe cooling liquids through a straw.

THE *Turf, Field and Farm* indorses us in regard to limiting the use of Central Park to League members.

NOW that it has been proved that the N. A. A. A. is not strong enough to support its "official organ," our readers will doubtless see that we were right in advising the League to paddle its own canoe, and not knuckle down to the association with more initials than influence.

OUR good road riders will have an opportunity to show their mettle on Saturday, 6 October, when the 100-mile road race of the Boston Club will be held. The route has not yet been decided upon, but will probably be in the direction of Newburyport. The contestants will be started separately or in pairs, and ample provision will be made for accurate timing. A gold medal will be given to the winner, and silver medals to those covering the distance within a certain number of hours. The entrance fee will be one dollar. Further particulars will be announced shortly.

THE Star, Facile, and Extraordinary must look to their reputations as hill-climbers.

SYCAMORE, ILL., has passed an ordinance forbidding the use of bicycles on the sidewalks of that city.

ENGLISH records on the tricycle are, in many instances, better than the out-door records held by American bicyclists were a year ago.

"PEERLESS PITMAN" paid us a long and pleasant call the other day.

SMITHERS has mortally offended a lady friend who asked his advice about taking out-door exercise. He merely advised her to "try a bicycle," intending to sug-

gest that she "buy a tricycle." — *Boston Courier*.

A FOUR-LAP cinder track has been constructed at Peoria, Ill.

WE have never been able to ascertain why Beacon street and Brighton avenue are kept in a perpetual state of muddiness by the watering carts. These avenues are used by a host of wheelmen in getting to and from Boston, and their condition is never up to what may be called fair.

ON 4 July, N. T. Slee, Hart's famous teacher, found himself in the Maryland penitentiary, instead of down at Tolchester Beach, or Cape May. He went at the special invitation of the board of directors and the warden, Gen. Horn, to entertain the prisoners with fancy riding. The clerk of the institution says that of the six hundred inmates probably seventy per cent had never seen a bicycle. When Slee found himself under the big awning, in the brick-paved yard, with six hundred black, white, and yellow faces grinning all round him, he rose responsive to the enthusiasm of his audience and outdid himself. The sword swallower, from the variety theatre, who had just entertained them, was forgotten, and the contortionist "didn't mount ter shucks." Convicts are only allowed to speak above a whisper, and that only on business, three days in the year, and the glorious Fourth being one of them, the way they howled when that 50-inch experienced Columbia and its rider gambolled over those bricks was appalling, and when he came to the "upside down" mount, some of those Eastern Shore niggers had to be held. Of the two hundred invited spectators and the State officers present, perhaps half enjoyed the actions of the colored part of the audience more than those of the wheelman.

A Chapter on Accidents.

ALTHOUGH I do not, for a moment, wish to frighten my readers with the idea of accidents, still we know that, as the saying has it, we are liable to accidents, even in the best-regulated families, and so tricycling has its accidents, in common with driving and all other means of locomotion, not even omitting walking. Consequently it behooves the prudent tricyclist to be in some way prepared to meet any emergencies which may arise, and, with the object of helping him in this matter, I make the following remarks. As, however, scarcely two misfortunes occur exactly alike, I will simply treat upon the damages most frequently sustained by tricyclists, or rather, their machines, in their mishaps. I will say nothing about personal injuries, as I do not pretend to a knowledge of surgery, but will take a few of the commoner breakages and show the unfortunate one how to treat them and make his machine rideable or manageable until he reaches home and can send it to be properly repaired.

A BROKEN SPOKE is, perhaps, the commonest mishap a cyclist meets with. Its treatment differs according to its nature and the quality of the wheel. If the machine is properly built, and the wheel good, the fracture of one, or even half a dozen spokes, will make but little difference in its stability, and the rider, after treating them as I am about to tell him, may proceed on his journey again "as if nothing had happened," but with a badly-built wheel the case is different, and the breakage of a few spokes will contort it considerably, though it must be a very bad wheel indeed to render riding on a tricycle impossible from this cause. Should the spoke be broken off close to the hub, the best way is to twist it in amongst the next three or four, so as to prevent its catching in anything, leaving it until home is reached to remove it altogether, which will have to be done by loosening the rubber. In case the breakage occurs in close proximity to the rim, there is nothing to be gained by leaving it in; the broken end should, therefore, be bent at right angles, and by this means the spoke unscrewed and removed from the hub. This, in case of a breakage with a well-built wheel. With a poor one, should the snapping of the spoke cause it to "wobble" dangerously, and the breakage occur at the end nearest the hub, it will be found a good plan to bend the end sharply round upon itself, so as to form a hook. Then pass a stout piece of cord round the two spokes immediately on the opposite side of the hub, as well as round the hook, and by this means brace the spoke, as near as possible, up to its former tension, lashing the ends of the cord round the spokes on the opposite side.

LOOSE TIRES are a very common source of annoyance, and in this case "prevention is better than cure," and the rider should immediately attend to any loose places he may discover. Should the tire come out whilst on a journey, however, and he is not provided with a supply of either of the tire clips described elsewhere, the best way is to procure some copper or iron wire, and, passing short lengths of this, with the aid of a sharp, wet knife, through the centre of the tire at every other spoke head, unite the two ends, and twist them together beneath the rim.

A BUCKLED WHEEL is generally caused by a collision, an upset, or the twist of a rut or a tram line. To the novice its appearance is certainly alarming; the rim, in place of being round, taking the form of a figure 8, and the spokes being all awry, twisted into all shapes, and, for the most part, loose, so that it seems as if the whole wheel is hopelessly wrecked. The veteran, however, knows better, if it is a good wheel, and will treat it as follows: Stand by the side of it and press the left knee firmly against the centre of the hub: then place the right foot on the ground so that the part of the rim nearest the person bears against it, and, with the

hands, take a firm hold of the two parts of the rim which are farthest away from their right position on the other side of the wheel to which the operator is standing. This done, a firm pull with both hands and an equally firm pressure with the knee in the centre will cause the wheel to retake its original shape with a sudden spring which is most surprising to one who has never seen it done. A little adjustment of any spokes which may have been loosened by the mishap will then put all right again.

A BENT STEERING ROD can generally be pulled fairly straight without much trouble, but a broken one is a different thing, and will require some little ingenuity to make a machine rideable, even with care. Should the rider be an old water dog, and able to splice a broken spar, he will doubtless, with some trouble, be able to manage in that way, but as in ninety-nine cases out of one hundred such would not be the case, he will have to devise some other dodge, as good a plan as any being to get a 12-inch stick, and, lashing it across the head to the steering arm, so as to allow the other end to project on the other side to the arm, tie a strong cord to each end, and discarding the broken steering rod, hold a cord in each hand, and so guide the machine. Of course, in such a fix, the riding should be slow and careful. Another way is to get a long stick and lash it to the spanner, if of the flat variety. Then put the spanner on the nut of the steering head, and lash it down firmly to the head, using the stick in the same way as a steering handle of the "bath-chair" type, or it may be possible to secure the end of the stick itself beneath the lock-nut of the head, and do without the spanner.

Beyond these mishaps there are but few which can be temporarily repaired by the tyro on the road; bent frames, forks and cranks, broken axles, and such like, being accidents of such a nature as to require the services of the expert, with proper tools for the purpose. In case of the irreparable damage of the small wheel of a rear-steering tricycle, the best way to manipulate the machine will be found to grasp the backbone close to the head, and lifting by this the rear wheel clear of the ground, so propel the machine. Should the small wheel of a front-steerer be damaged, it will be found that the presence of the backstay makes it exceedingly awkward to lift the fore part of the machine, and draw or push it along. In most cases, however, by letting the seat and handles down as low as they will go, the machine may be turned upside down, and by holding the lower part of the rim of the rudder wheel at arm's length, or by holding the tilt rod ends, if there are two of them, a fairly easy mode of progression is secured. Damage to either or both the large wheels will render matters very awkward, but, by tilting the machine, and running on the small wheel and undamaged large one, it will often be found practicable to get the machine along. With a

"Coventry Rotary" damage to the driving wheel may easily be got over by lifting that side off the ground by pressure on the steering handle, and running it on the two small wheels alone, which it is very capable of doing. — *Tricyclists' Indispensable*, 1883.

Century Runs.

At the June meeting of the Rockingham Bicycle Club, gold medals were offered by Ex-Chief Consul Hazlett to members of the club who would accomplish the distance from Portsmouth to Boston and return within twenty-four hours. The distance is 125 miles, and the road to Newburyport is rough and sandy, and would have to be bicycled at night. On 19 June, notwithstanding the heavy rains, muddy roads, and darkness, the run was made in 21h. 45m. by President F. J. Philbrick and A. L. Jenness. Two days after, Lieut. G. Philbrick and John H. Knox accomplished the distance in the same number of hours.

Corey Hill on a Tricycle.

Since this hill was surmounted on a bicycle it has been the wish of many that it should be climbed on a tricycle. Many doubted the ability of a tricyclist unless his machine was geared very low to reach the top. On Friday, 6 July, the summit was reached by W. W. Stall on a Victor Rotary geared to forty-four inches, in the presence of Mr. Overman and ourselves. The feat was particularly hard, as the hill was in very poor condition. We understand that this hill will be the scene of a contest in the fall. The grade of the hill was given in *THE BICYCLING WORLD*, of 11 May.

Tricycling in Jersey.

MESSRS. SMITH and Johnson, Orange Wanderers, rode to Pompton Plains and back on 8 July, a distance of thirty-five miles. The roads, for the greater part, were hilly and rough, twenty-miles being ridden through heavy rain and mud. The machines ridden — a 48-inch Coventry Rotary, geared level, and a 50-inch Victor Rotary, geared 44-inch — were driven up all the hills and through the heaviest description of road, with greater ease, comfort, and safety than could have been done with the bicycle.

On 29 June one of these gentlemen, accompanied by his wife, rode from Orange to Plainfield, twenty miles, in 3h. 5m. The return trip was made on the morning of 1 July, the last ten miles in 1h. 10m. Machine ridden, Cheylesmore sociable, 50-inch wheels, geared to 38-inch.

Orange and Newark now boast three sociables and six singles.

An Impostor.

ON 16 June Richards & Savene, the bicycle agents at Toledo, Ohio, rented a 52-inch bicycle to a young colored man about five feet six inches tall, well built, of good appearance, smooth face, except

small mustache, wore dark clothes, is pretty well posted in bicycle events, who claimed to have come from Cincinnati." This nice-appearing young man disposed of the machine to parties at Dayton, Ohio, claiming that he came from Middleton, that State. He represented to Richards & Savene that he came from Cincinnati. As he will undoubtedly try the same trick on some one else, we desire to warn cyclists generally against trusting any one answering the above description.

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for the *WORLD* by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 280,473. Velocipede. Zachariah Hendrickson, Syracuse, Ind.

No. 280,558. Bicycle. John Beale, East Greenwich, county of Kent, England. (Patented in England Jan. 25, 1878. No. 332.) A "safety" machine.

No. 280,633. Bicycle. Erment G. Latta, Friendship, N. Y., assignor of one half interest to Adrian C. Latta, same place.

Montreal Murmurings.

As I hinted in my last, W. G. Ross has been heard from. This time it is in London, Ont., where he distinguished himself by winning both the championship races at the first annual meet of the Canadian Wheelmen's Association. Being very quiet and unassuming in his manner, his victory was rather a surprise to the Western folks, who have been so long accustomed to see Westbrook and Doolittle successful. The applause was, I hear, most generous, and could not have been more so had their own men come in first. The track, dressing accommodations, etc., were not of the best. After a little more experience, however, no doubt those items will all be improved.

Capt. Muirhead and Messrs. W. G. Boss and J. H. Low attended as a deputation from the Montreal Club, and received a hearty welcome, and found the most friendly spirit animated the general body of western wheelmen towards them. One result of this is a decided change in the feeling of our club towards the C. W. A., and, on motion, at our ordinary weekly meeting last evening, a special meeting has been called for next Thursday, to take into consideration the question of joining that institution in a body. The general feeling among our members seems to be that no slights, fancied or real, intended or not, should prevent the Montreal Club from supporting any Canadian wheel fraternity which is likely to prove permanent.

I think the L. A. W. will approve of our action in this matter, and I trust that the cordial feeling hitherto existing between us and our American brethren will continue to exist.

I also hope that we shall hereafter

work as harmoniously with the C. W. A., whose officials should never forget to sink self and private feelings in the interest of our sport. Of one thing they may rest assured, and that is, that if the Montrealers swell their ranks with their seventy odd men, they will have no more loyal or hearty supporters, and should the association decide to hold their next annual meet in this city, we will give them a right royal welcome. There is one point in favor of the present time for joining the C. W. A., and that is, that the annual elections having been recently held, and Western men elected to fill both the offices of president and vice-president, the charge of self-seeking, which has on one occasion been laid at our door, will be effectually silenced.

If the executive of the C. W. A. will accept advice from an outsider, they will seize the earliest opportunity of publishing their amended constitution and by-laws, and lose no time in establishing an official gazette or circular, as I understand their organ, the *Bicycle*, is defunct.

Now, to turn to matters nearer home. The stay-at-home members celebrated Dominion Day by a trip to the old favorite resort, Terrebonne (finding the road between that place and St. Vincent de Paul by no means improved). There they met two others, who had made the run on the Syndicate sociable the day before, and after several pleasant hours spent in various recreations, the whole party returned together, the "soke" keeping up with the rest.

The Press Athletic Club hold their first annual races to-morrow, and one and five-mile bicycle races are included in the programme. Holden has been practising lately, and expectation has been on tip-toe to see a struggle between him and Ross; but alas! his name does not appear on the list of entries published to-day, and I fear we shall be disappointed. After to-morrow Ross will take a well-earned rest till it is time to begin training for Springfield.

A few hints on the most suitable costume for a lady tricyclist would be appreciated by a good many of your readers, in addition to

KRANK.

MONTREAL, 6 July, 1883.

Manchester's Fourth.

THE bicycle meet at Manchester, N. H., on 4 July, was the event of the day. The wheelmen began to arrive Tuesday afternoon. Mr. C. H. Sanders riding from Fisherville, in company with Messrs. A. R. H. Foss and George Foss, of Springfield, Mass., en route to Foss's beach, Rye. Seven men wheeled from Nashua in good time for the antiques. The morning trains were nearly all late, which caused a disarrangement of the well-laid plans of the local club for the entertainment of their visitors. The order of parade was as follows:—

Commander, Capt. Wilkins, Manchester Bicycle Club.

Guests.

Color-bearer, bugler.

Manchester Bicycle Club, ten men, under command of Lieut. Moses Sheriff.

Unattached wheelmen from Keene, Weare, Pittsfield, Concord, Derry, and this city, twelve men.

Penacook Wheel Club, Fisherville, four men.

Nashua Wheelmen, ten men.

Forty men in all.

After the parade proper a return trip was made to the residence of Henry Chandler, Esq., where an hour's rest was taken in the grove. Refreshments were bountifully provided by Messrs. Henry, George B., and John M. Chandler, which were fully appreciated by the flushed and thirsty bicyclists, but which in no measure dulled their appetites for the dinner at the Hotel Windsor, which was excellently served and heartily enjoyed by the company. The dinner was followed by short speeches by the guests and others. The officers of the Manchester Bicycle Club were untiring in their efforts for the success of the meet, and are deserving of much credit for the manner in which it was conducted.

RACING NEWS

CLEVELAND, 27 JUNE.—A large number of ladies and gentlemen witnessed the semi-annual race meeting of the Cleveland Bicycle Club, on Perkins's track, Wednesday, 27 June. The races were intensely interesting. The one-mile championship was especially so, and the decision of the judges was reserved on account of its closeness, and to obtain a decision of the racing board.

TWO-MILES.—T. S. Beckwith (1), J. D. Pugh (2), W. H. Wetmore (o), Paul North (o). A close race, won by a length. Time, 7m. 23½s.

HALF-MILE.—Frank Bill (1), A. S. Hathaway (2), H. W. Avery (o), Paul North (o). Hathaway led for the first quarter, but Bill spurred by, and won in 1m. 38½s.

FIVE-MILE.—Geo. Collister (1), H. W. Avery (o), W. H. Wetmore (o). Time, 19m. 17½s. A walkover only one finished.

ONE-MILE CONSOLATION RACE.—All members of the club who had never won a prize compelled to ride or pay a fine. Frank Bill (1), Fred T. Sholes (2). Time, 3m. 37s. Eight starters.

ONE-MILE CHAMPIONSHIP.—There were two entries, Geo. Collister and Sterling Beckwith. Collister was the favorite, and taking the lead, held it until the last quarter, when Beckwith drew up and crossed the scratch amid intense excitement, dead level with his opponent. Decision reserved. The prizes were handsome gold medals. After the races the club dined at the Patchen House, at Rockport, where the prizes were presented.

LOUISVILLE, 4 JULY.—The races held at the Fair Grounds to-day under the auspices of the Falls City Bicycle Club,

were, owing to a very bad track, almost wholly devoid of interest, and excepting the mile heat race, there was nothing that approached a contest. The surprise of the day was the unexpected defeat of Chas. H. Jenkins in the five-mile handicap. Although running against an unusually long handicap, he had been expected to win hands down, and his game little competitor well deserved the laurels he won. Below is appended the

SUMMARY:

Five-Mile Time Handicaps.—Prince Wells (2m. 40s.), first; Chas. W. Jenkins (scratch) second. Time, 27.28½.

One-Mile Heats, for riders who have never won.—Hugo Helburn, first; Prince Wells, second. Time, 3.55½, 6.03½.

Three-Mile Handicap.—N. G. Crawford (scratch), first; W. H. Funk (¾ mile), second. Time, 12.56½.

One-Quarter Mile Dash for Boys.—Barker Middleton, first; L. Odell, second. Time, 1.10.

The judges were, Thos. Moran and O. M. Anderson. The timers, John Allison and J. R. Middleton. Starter, Ort. Moran.

COBBLESKILL, N. Y., 4 JULY.—The Albany Bicycle Club was handsomely entertained by the citizens of Cobleskill upon the occasion of the second visit of the club to that town, 4 July. The club took part in the general parade in the morning, and though the roads were very rough, rode finely, and received hearty applause from the crowds that lined the sidewalks. There were many country people present from the surrounding villages, and to such the bicycle proved a great novelty, the majority never having seen the "steel horse." Thirty-six bicyclers were in line and included thirteen of the Trojan wheelmen. Two gold medals had been presented to the club to be raced for in the afternoon, but a heavy shower came up, making the track unfit to race on. The medals will be held until the club races are run next September. The day closed with a ball given in honor of the visiting wheelmen.

BINGHAMTON, N. Y., 4 JULY.—Half-mile race, best two in three. Fred. Lyon (1); Geo. Meyer (2). First prize, diamond L. A. W. badge; second, Ritchie cyclometer. No time taken on account of heavy track. One and two-mile events given up on account of rain.

DAYTON, OHIO, 4 JULY.—One-mile race. R. S. Kingsbury (1), 3m. 21½s.; Geo. C. Pyle (2), 3m. 22s. Half-mile, Leo Emrick (1), 1m. 35s.; J. H. Bowermaster (2), 1m. 36½s. Fancy riding, John Schaffer (1), Dudley Artz (2). Club drill, Dayton Bicycle Club awarded the silver bugle.

MILWAUKEE, WIS., JUNE 28, 29, AND 30.—Two hours each evening. Handicap, W. J. Morgan, five miles, (1), 103 miles, 7 laps; W. M. Woodside, scratch, (2), 102 miles, 2 laps; Louise Armaindo, 10 miles start, (3), 101 miles.

ROCHESTER, N. Y., 9 July. — The second in the series of races for the championship of the world, between John S. Prince and H. W. Higham, took place at Rochester, N. Y., 9 July. Higham took the pole, and led for three miles, making the first mile in 3m. 16½s. As they passed under the wire Prince dashed ahead and kept the lead four miles. Higham then took the lead for two miles. Positions were again changed on the tenth, eleventh, fourteenth, sixteenth, and nineteenth miles. The twentieth mile presented a handsome race. Both men apparently did their best. Higham, however, according to general expectations, gained on his antagonist, overhauling him as they were coming down the home-stretch. He passed under the wire, having a short lead of Prince, in 69m. 57½s., amid great enthusiasm.

THE *Herald* regards the Prince-Higham race as a hippodrome affair.

THE Marshall (Mich.) Club will hold a tournament 15 and 16 August, under the charge of Chief Consul Standish. Two races, one mile and one half mile, will be run on 16 August. Prizes gold and silver medals. Entries close 11 August, to R. R. Fisher.

S. T. CLARK, of Baltimore, the popular bicycle agent, has offered a very handsome scarf-pin of solid gold in the form of a bicycle, saddle, pedals, etc., complete, to the first member of the Maryland Bicycle Club who can ride round the Druid Hill Lake course in five minutes. The distance is 7,701 feet, or 219 feet less than 1½ miles. In the ten-mile race, 17 June, 1882, the winner's time averaged 5m. 22½s. to the lap. In the ten-mile championship, 23 June, 1883, the first lap was done in 5m. 12s., and the last by D. Hack in 5m. 8s. Every morning a few try it, but from 5m. 10s. to 6m. 25s. is the general run. With a good road and no wind it can be done, probably, but the road is very rough in places, and the wind has full sweep.

Tricycle Road Race.

THE Boston Bicycle Club, when it voted to hold a tricycle road race, intended to limit it to members of the club, but in view of the fact that it is the first race of the kind, the club has decided to make it open to all amateurs. A medal will be given to the winner, and suitable souvenirs to the three fastest losers, provided the distance is covered within two hours. The following is the route to be taken, the distance being about eighteen miles: From Cobb's Tavern, Sharon, to blacksmith shop, by direct road; turn to left along Mattapan street to Norfolk street, thence to Washington street, Warren street, Harrison avenue, Chester Park, right to Columbus avenue, right to Warren avenue, right to West Canton street, left to Montgomery street, thence direct to club house, the finish being opposite front door on Union Park.

INSTRUCTIONS TO COMPETITORS.

Entrance fee, \$1.00.

Entries close with J. S. Dean, 8 Pemberton square, Saturday, 28 July, at twelve o'clock noon.

The order of starting will be by lot, to be drawn the night before at Cobb's. The first man will start at 4.15 A.M., Monday, 30 July, and the others in the order of the number drawn, three minutes being allowed between each starter. A suitable breakfast will be served at 3 A.M. Each contestant will be allowed attendants on bicycles, but the attendants must not obstruct the course of any contestant. Contestants are advised to ride over the exact route on their way the night before to the place of starting.

EXOTIC MEMS

RESULT of the twenty-four hours' road race on the Facile bicycle: J. H. Adams, 220½ miles; J. W. M. Brown, 219 miles; C. D. Vesey, 205½ miles. There were thirty-five starters; fourteen riders covered 173 miles.

LOWNDES has beaten all tricycle records once more and they now stand to his credit up to ten miles as follows: Half mile, 1m. 32 1-5s.; one mile, 3m. 5s.; two miles, 6m. 27s.; three miles, 9m. 45s.; four miles, 13m. 3s.; five miles, 16m. 19s.; six miles, 19m. 35s.; seven miles, 22m. 54s.; eight miles, 26m. 9s.; nine miles, 29m. 23s.; ten miles, 32m. 33 3-5s.

LOWNDES and Nixon rode a 100-mile tricycle race 25 June. Lowndes ran away from his opponent up to the fifty-second mile, when he was thrown and his wheel buckled. He rode but a little while longer. Nixon finished the one hundred miles, with a pace-maker in 7h. 23m. 50 2-5s. The fifty-mile time was taken by Lowndes, 3h. 18m. 27s.

ON Saturday, 16 June, C. H. R. Gossett, of the Temple Bicycle Club, rode two hundred and seven and a half miles in 23h. 57m. on a light geared-up Premier tricycle. When he had gone two hundred and three quarter miles, which occupied 23h. 3m., his machine was smashed by a collision with a bicyclist and he changed to a Humber. This did not suit him and he changed with a friend, and finished on an Imperial Club.

MR. STURMEY will accept "bike" and "trike," but refuses to use the words "jigger," "crock," and "sosh," the latter being short for "sociable."

MR. JOHN HAWKINS and friend rode one hundred and sixty-two miles in 23½h. on a sociable, 10 June last.

English Notes.

BY CHANTICLEER.

OUR season is now in full swing, and a merry time we are having of it. It is becoming such a big thing now that one poor little 'cyclist cannot get about to see everything, and as a result often picks out the worst instead of the best. Thus when I tramped to Beckenham with my

mount, I never expected to find a "school boy" who could go inside evens in front of me, and for this reason I was, it is needless to say, very much disgusted that I missed one of the treats of the year, the London Bicycle Club race meeting, which came off the same day, on the Crystal Palace track, but as it is impossible for me, like Sir Boyle Roche's bird, to be in two places at once, I have often to put up with such disappointments.

The prospects for our championships look rather mixed as yet, and it is difficult to say who out of the many men in training will carry off the prize. But there is sure to be a good competition. Moore, who visited you last year, though in training, is doing little good, and got beaten by Oliver, in the north, running at a so-called one-mile championship, promoted by a professional; rather a queer thing for the holder of the *bona fide* championship to do, at any rate. Whatton, the great Cambridge man, has not done any work in open contests up to now, and, therefore, it is difficult to say if he will turn out the Whatton of former years.

We have as yet heard nothing of the other Cambridge crack, the Hon. Ion Keith Falconer, who is a mystery to most racing men of the rank and file. Some have disappeared and new men have come to fill their places, and there will be plenty of aspirants for even the highest honors. It was reported that Lacy Hillier would again contest for the championships, but he has only made one appearance in a quiet little club two miles, in which he rode the starting quarter in 41½s., and then retired. What this may portend who knows, especially as he is nightly riding on the track? Gaskell is another good man, who is doing steady work on the Lillie Bridge grounds, and he will be certain to get a look in for some of the championship contests.

The Bicycle Union, after being known by that name since 1878, has at length found a more comprehensive title necessary, and, after due discussion, has chosen that of "the National 'Cyclists' Union," in my opinion a good choice, and one likely to remain unchanged as long as "the Union," as it still is exists. The opposition body, the Tricycle Union, has made little progress. It has sent a deputation to the park authorities with the same result as followed the several applications made by the Union, the National 'Cyclists' Union, that is, the officials were most polite, and would consider it, and there the matter has ended. Dark hints are now flying around of "amalgamation." The "Tricyclist" had a mysterious paragraph announcing probable co-operation, whilst the *Tricycle Journal*, which has all along allowed its correspondents to blackguard the bicyclists to secure the favor of the tricycling communities, is now hinting at an early "amalgamation," which looks like speedy collapse, and "a good thing, too," will be the remark of every one.

This reminds me that the Union will

hold its two tricycle championships ere I write again, but I am not sure whether I shall be a personal witness of the London one. I will endeavor to secure for you a good report of the matter. It is expected that the one-mile will fall to Mr. Chas. Liles, and the ten either to the same rider or Mr. Nixon.

Preparations for the great Harrogate gala are going on rapidly, and there is little doubt that it will prove a great success. All of our riders look forward with interest to the advent of the American party, who can be sure of a very hearty welcome. In fact, I heard it suggested the other night that a special party should be made to run to Liverpool to welcome them on their arrival, and as they will all be (we hope) members of the C. T. C., there is little doubt that our Liverpool friends of that association and the local centre officials will offer them a very hearty reception. The Harrogate people, I learn from *'Cyclist'*, are going "the whole animal" this time, in the matter of racing, as they will have races of many sorts, and, amongst others, sociable tricycle races, which I may note will be the first on record in public on the path.

This also brings to my mind the road-racing on tricycles which is now so much promoted by the advertising London Tricycle Club. I saw only a few days since a circular addressed to horse-owners, suggesting co-operation to secure restrictive legislation in the case of bicycles and tricycles, in which the road races were especially mentioned, and as this was being circulated through a very horsey locality, I doubt not that sooner or later one of our anti-sporting Parliament men will bring in a bill to restrict the pace of our machines, which will strike a heavy blow at the sport and trade.

In the Provinces meets have been all the go. The Leamington meet was, as usual, a success, though I was unable to attend. I hear that all went well, and I note that Mr. Locke, your visitor of last year, was well to the fore, as usual. The Liverpool meet was also a great success, the mayor and corporation turning out to receive the salutes of the passing riders, who were granted the use of the park for the occasion. The Manchester meet was equally successful, and there is little doubt that these meets, with the social intercourse which always follows them, are of the very greatest service to the sport.

Amongst other noticable events of late is the formation of a branch of the National 'Cyclists' Union at Nottingham, under the best and most influential auspices, and I have not the slightest doubt but that it will be a power in the land.

Nixon, the Land's End to John O' Groats man, met M. J. Lowndes, of Coventry, over a one hundred-miles course, at the Crystal Palace, on 25 June. The contest was looked on as a complete gift for Lowndes, who is by far the faster man. He, however, had announced his

intention of making an exhibition of the Londoner by "licking him by ten miles," and the natural result ensued. After tearing away for fifty miles the pace began to tell, and after taking a good deal of stimulant the gigantic Coventry man fell against his wheel and doubled it up. Though he had another machine handy he was really settled, and was unable to hold Nixon, who gradually drew away, and the Coventry Rotarist threw up the sponge at sixty-three miles. Nixon went on gayly, coached by Mackinlay, the well-known racing man, and for the last ten miles the 1881 champion, Lacy Hillier, took him along, talking to him in merry style, though it was raining cats and dogs, and the road rider covered the distance, one hundred miles, in 7h. 23m. 50 $\frac{1}{2}$ s., and a very great performance. The records were cut from eighteen miles.

During the previous week Lowndes, who had done too short work for such a long job, upset all the tricycling records from one to ten miles, and is said to be able to do better still. It is clear that it's not his physical powers but his pluck that is wrong.

The championships are now in everybody's mouth, and there is little doubt that a grand struggle will take place for the mile. The expected contestants are Moore, Chambers, Palmer, Auster, and Illston, from Birmingham, Keith Falconer, Whattton, Adam, Jephson, from the Universities, and Gaskell, Thompson, Wyndham, and several others from London. The generally received idea is that the issue will lie between Gaskell, Moore, and Chambers, and if a surprise is in store, the Midlander Whish may supply it for the two longer distances. The contest is very open, and all will be interested to know the result.

In professional circles there is but one thing of note to record, and that is the upset of R. Howell, of Coventry, on two occasions, by F. Wood, of Leicester. The events were a match of twenty miles and the twenty-miles championship, and in both Wood won on the post by sheer pluck.

His victory was a popular one, as it was generally supposed that he would have beaten Howell for the twenty-five-miles championship had not another rider — probably in Howell's interest — persistently run him out when he tried to get by. This defeat of Howell is also welcome to many, as the Coventry man does not seem a favorite. Wood, on the other hand, is a very straight and good professional, and is always relied on to ride to win. He is now riding a Humber racer, on which he won both races, and thus the machine which has been in the background in professional contests for some time, since the retirement of Cooper, is once again to the fore. Wood has since been riding in France, but has done little good. This is not to be wondered at, as the paths are villainous, and to a man accustomed to tracks like those on which Wood trains, they are a very decided handicap. The annual Facile race has

just been brought to a successful termination. An unknown and untrained rider of the name of J. H. Adams winning, by covering no less than two hundred and twenty miles in the twenty-four hours. Browne was second, with two hundred and seventeen, and the veteran Vesey third.

WHEEL CLUB DOINGS

TEN members of the Capital Bicycle Club made a run to Rockville on the morning of the fourth, accomplishing the distance (nineteen miles) in 2h. 36m., which is the fastest time ever made between Washington and Rockville.

THE Charlotte Bicycle Club was reorganized Friday, 1 June, with the following officers: J. C. Weaver, president; W. A. Tonslow, secretary and treasurer; T. T. Gilmer, captain; J. T. Davis, sub-captain.

PENNSYLVANIA BI. CLUB. — It having been decided by the members that, owing to the rapid growth of the club, a vice-president was a necessity, the required steps were taken for the creation of the office, and at the election on Thursday evening, 5 July, Mr. F. McOwen, treasurer Pennsylvania State Division L. A. W., was unanimously elected.

A CLUB was formed in Oshkosh, Wis., last May, with a membership of fourteen.

ON the 4th, L. S. King, captain of the Maryland Bicycle Club, called a run to Washington, D. C., and returned, starting very early to avoid the heat of the day. The road selected ran through Ellicott City to the Patuxent River and along a dirt road through Burtonville, Sligo, and by the pike to Washington. After breakfast at Ellicott City the three adventurers, Messrs. King, J. S. Lord, and J. H. Schone, set out in earnest, only to find the roads in a deplorable condition, full of large stones, gutters, and wash-outs. When the last twenty miles was reached, where they hoped for a fair road, things became worse, six or seven miles had to be walked, and the heat became intolerable. After six and a half hours' hard work they reached Washington, forty-two and a half miles, and unanimously voted that it would be suicidal to attempt to return by the road, so, after a pleasant spin on the asphalt and a chat with the Capital boys, they returned on the 6:20 train.

THE Penacook Wheel Club was organized at Fisherville, N. H., 2 July, with eleven members. President, C. H. Sanders; secretary and treasurer, Edmund H. Brown.

'CYCLING INSTITUTIONS

THE Rockingham House, at Portsmouth, and the Hotel Windsor, at Manchester, have been appointed League hotels. Visiting wheelmen will be handsomely entertained and at liberally reduced rates.

NEW HAMPSHIRE DIVISION L. A. W. — A meeting of the League of New Hampshire Wheelmen was held at the Hotel Windsor, Manchester, on the evening of 3 July, there being a good attendance of prominent members from Portsmouth, Fisherville, Keene, Concord, and Manchester. The meeting was called to order by Chief Consul Wilkins, who read the call for the meeting. Ex-Chief Consul Hazlett was then called to chair, and Mr. Wilkins presented his report as secretary of the first meeting and organization of the State League on the 18th of last September, which was accepted. Mr. Wilkins then tendered his resignation as secretary and treasurer of the State League, which was also accepted. The chief consul resuming the chair, Mr. E. A. McQuestion was elected secretary *pro tem.*, and Mr. Hazlett, chairman of the committee on constitution and rules, reported a constitution, and asked for more time on the rules; the report was accepted; the constitution adopted, and the committee granted more time to report the next day. The constitution changes the

name of the organization to N. H. Division L. A. W. Mr. E. A. McQueston was then elected secretary, and Mr. C. H. Sanders, of Fisherville, treasurer. These officers were immediately called upon by Mr. Hazlett, who reported from the Rockingham Club, of Portsmouth, a list of seven renewals and eighteen applications for membership. The Manchester Club followed with seven renewals and eight applications, and Treasurer Sanders pleasantly surprised the meeting with one renewal (his own) and ten applications from the Penacook Wheel Club, of Fisherville, which was formed the night before. Several other applications were received, including one from the Star Wheel Club, of Rochester. The chief consul reported a list of eighteen consuls (which included the reappointment of L. A. W. consul No. 1, Davis, of the Rockingham Club) and two League hotels. After a free discussion of League matters, adjournment was made to the next day. At the adjourned meeting the report of committee on rules was received and accepted. The matter of second annual meet was referred to the chief consul and the Manchester Club.

The executive committee of the League of Ohio Wheelmen met at Columbus, Wednesday, 4 July, with President Livingston, Messrs Kirkpatrick, Krag, and Wing present. The committee on constitution and by-laws was given further time in which to report. The committee on races submitted the following programme for the tournament to be held in Columbus, 27 August:

1. One-mile championship race. First prize, medal; second prize, pedals.
2. Five-mile race. First prize, medal; second prize, timer.
3. One-half mile race. First prize, pedals; second prize, L. A. W. badge.
4. One hundred yards slow race. Prize, medal.
5. Obstacle race, two-fifths of a mile. First prize, cyclometer; second prize, saddle. These races will be run under L. A. W. rules, and entries positively close at noon on the day they are to be run. No changes will be allowed after the entries have closed. Winners of a race, excepting the obstacle race and slow race, are barred from further participation. The championship race is open only to members of the League, the other races are open to all amateur riders in the State. W. H. Miller, H. G. Cornwell, and N. M. Anderson were appointed a racing committee, and given full charge as to the appointment of judges, referees, timers, clerk of the course and the arrangement of all details. A committee on invitations and toasts was appointed, consisting of Capt. T. J. Kirkpatrick, of Springfield; Fred. T. Sholes, of Cleveland, and James M. Osborn, of Fremont. The programme of the tournament is as follows: Monday morning, registering and payment of dues. Afternoon, business meeting. Tuesday morning, photograph, parade. Afternoon, races. Evening, banquet. Capt. J. P. McCune, of the Buckeye Bicycle Club, was appointed commander, with power to appoint aids and to take charge of the parade.

CYCLISTS' TOURING CLUB

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or city consul) to Frank W. Weston, chief consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address on receipt of a stamped, directed envelope.

APPLICATIONS FOR MEMBERSHIP. — R. O. Osborn, 39 Market street, Poughkeepsie, N. Y.; Chas. F. Tuttle, 64 Union street, Boston, Mass.; W. H. Collins, 88 So. Hamilton street, Poughkeepsie, N. Y.

APPOINTMENT. — Consul for Philadelphia, Pa., A. G. Powell, 218 So. Tenth street.

THE NEW UNIFORM. — Each member can and should

now obtain the C. T. C. uniform. Full information on this important subject will be found in the C. T. C. column of the BICYCLING WORLD of 15 June last, page 70.

THE CLUB HANDBOOK. — Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. R. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

THE HARROGATE MEET. — The seventh annual North of England Meet of the 'Cyclist Touring Club at Harrogate will be held on Monday, 6 August next. Every American member now travelling in Europe should make it a point to attend. The last steamship available for the Meet will be the "Cephalonia" (Cunard line) sailing from Boston, 21 July next. The C. C. has arranged that club members only can obtain through him first cabin return tickets on this or any previous Cunard steamer at the rate of \$144.

FIXTURES

Sunday, 15 July:
Laramie Bicycle Club, to Iron Mountain and return.

Sunday, 29 July:
Laramie Bicycle Club, to Elk Mountain and Rattlesnake Pass.

Boston Club, 3-30, to Cobb's.

Monday, 30 July:
Boston Bicycle Club, tricycle road race from Cobb's to club house, eighteen miles.

Monday, 20 August:
Laramie Bicycle Club, to exposition at Denver, Colorado.

Monday, 27 August:
Columbus, Ohio, tournament of the L. O. W.

Saturday, 1 September:
Laramie Bicycle Club, to Virginia Dale and Diamond Peak.

Tuesday, 18 September:
First day of Springfield Club tournament.

Wednesday, 19 September:
Second day of Springfield Club tournament.

Thursday, 20 September:
Third day of Springfield Club tournament.

Wednesday, 3 October:
Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Saturday, 6 October:
Boston Bicycle Club, one hundred miles road race, open to all amateurs.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 58-inch full-nickelled Expert, run this season, in perfect condition, \$120; a 52-inch half-nickelled Sanspareil Roadster, new, will sell cheap. Address, C. E. TITCHENER, Binghamton, N. Y.

WANTED. — To exchange a 54-inch McDonnell cyclometer and M. I. P. bag (English) for a 54-inch Excelsior cyclometer. H. R. BRYAN, Hudson, N. Y.

FOR SALE. — A 54-inch Harvard; in good condition; ball bearings; 30-inch handle-bar, \$100. Apply to J. S. DEAN, this office.

FOR SALE. — A 54-inch Expert Columbia, full-nickelled, dropped 26½ inches handle bars, L. D. saddle, R. T. ball pedals, good order, front tire slightly worn; a bargain at \$115. Address, NEWT. G. CRAWFORD, 1001 West Main street, Louisville, K. Y.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,

NEW YORK.

NOW READY FOR DELIVERY.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILLIFF & STURMEY'S publications.

OVERMAN WHEEL CO.,
66 STATE ST., HARTFORD, CONN.
ARAB CEMENT

For Fastening Rubber Tires.

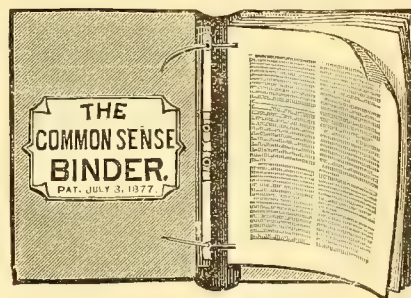
STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.



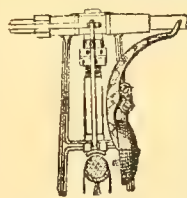
Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
 DAYTON, OHIO,
 For large Illustrated Price List of
 New and Second-Hand Machines.
 Second-hand Bicycles wanted.

WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmeys' Bicyclists' Indispensable.....	\$0.55
" Tricyclists' .....	.60
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A, B, C of Bicycling .....	.12
Lyra Bicyclica, Poetry.....	.40
Bound Volumes of WORLD, I. to VI.....	2.00
American Bicyclist, 1879 .....	.35
'Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets..	.50
Common-Sense Binders for WORLD	1.00



Patented in England and the United States.

BURLEY'S
 ADJUSTABLE SKELETON SADDLE,
 WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,
 Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
 Building, Boston, Mass.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 S No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. F. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

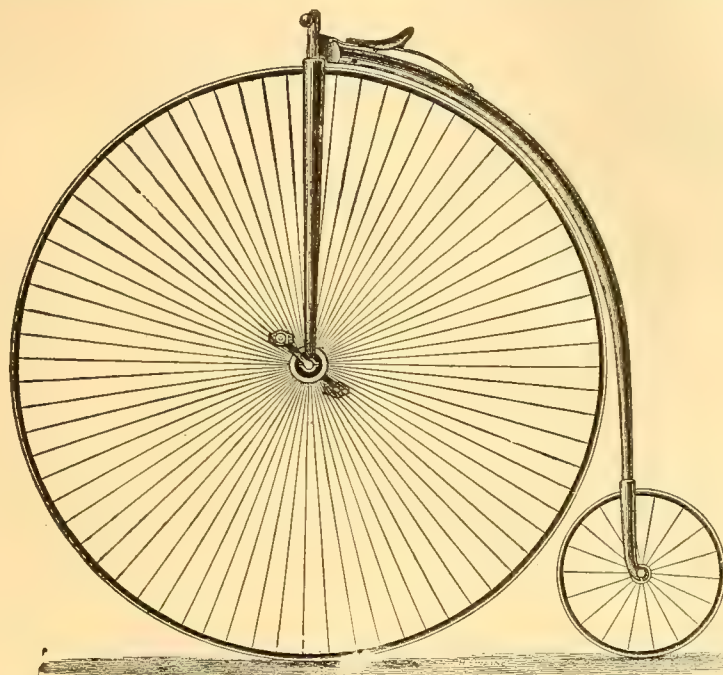
INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.**H. E. DUCKER**, Pres.**A. L. FENNESSY**, Sec.

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

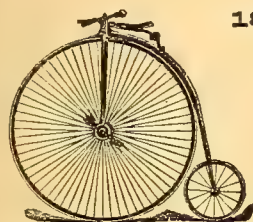
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



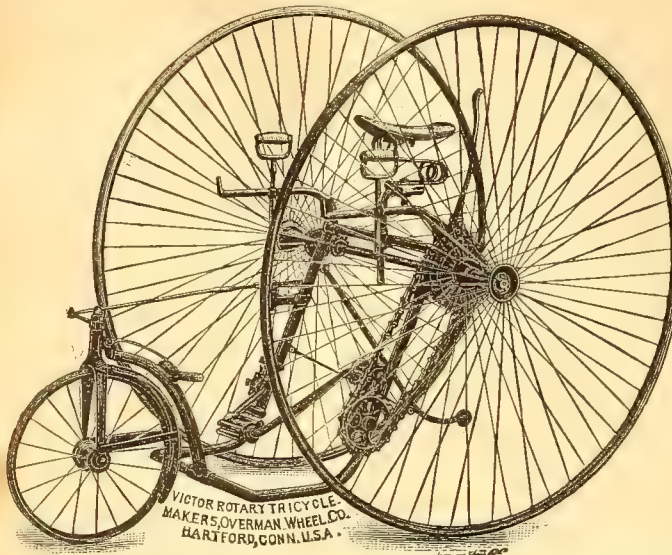
Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten
per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH. Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED. Every part on copper, except felloes, which are painted and striped as above. . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers. Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS.

THE hopelessly unprotected situation of a rider of the wheel when caught in a rain storm, perhaps miles from any shelter, is melancholy in the extreme. In view of mitigating the horrors of the situation, we have provided a new line of goods to be known as "'CYCLERS' WATERPROOFS." These consist of **Coat or Cape**, made short so as not to interfere with working of machine; **Leggings**, fitting the leg and extending up under coat, and **Cap Cover**, usually of Boston Club Cap pattern. These complete the suit, but we have provided a **Saddle Cover** to protect saddle when machine may be exposed, leaving the saddle dry and comfortable for a remount. Saddle cover can be furnished of suitably stronger material which may be used in riding by those who are troubled with saddle becoming wet with perspiration.

Prices vary with material from \$6.50 upwards for complete suit. Saddle covers, 50 and 75 cents each.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,

BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c Foreign.
7 cents a copy.

BOSTON, 20 JULY, 1883.

Volume VII.
Number 11.

BUSINESS and TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

COREY HILL

CLIMBED ON A

Victor Rotary

TRICYCLE!

The first and only time this celebrated hill has ever been surmounted by a three-wheeler!

Take Notice of this FACT!

THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

—) FACTORIES. (—)

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2} \times 1$ inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

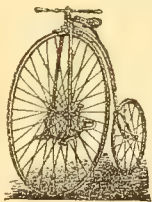
Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

For a Meet or Drill, every Club requires a Flag.

Nickel-Plated Flagstaff, with Handle-Bar Clamp, \$4.00.

FLAGS MADE TO SPECIAL DESIGN ON ORDER.

Western Headquarters
for Repairs.

Manufacturer of the
YOUTH'S IDEAL BICYCLE

ALARM BELLS,
Five New Patterns.

Importer of the strongest
TIRE CEMENT.

The trade of jobbers and
large dealers specially so-
licited.

Goods at retail sent only to
places where dealers do not
handle them.



R. P. GORMULLY,

40 Canal Street - - CHICAGO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

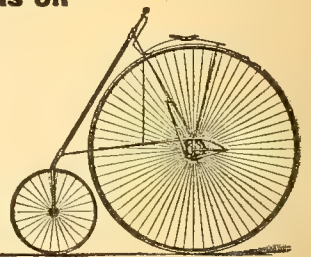
The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central West ern States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

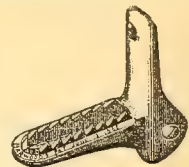
B. KITTREDGE & CO.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small **DIAMONDS**, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

HARWOOD'S SAFETY STEP



Nº 4.

Is made in four styles, to fit any machine without drilling new holes in backbone. The bevelled teeth prevent tearing the clothing, and secure firm foot-hold in mounting. The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut represents the new style of No. 4 Step adopted by Stoddard, Lovering & Co. on the British Challenge. Price: Crocus-polished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - - MASS.

THE Bicycling World

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

BY

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.
ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 20 JULY, 1883.

CONTENTS

Editorial: Inside or Outside; Notes	125
Correspondence: L. A. W.; Newburgh	126
Important to the Trade	126
The Canadian Tour	126
In Camp	127
A Cleveland Century	127
Race Between a Bicycle and a Train	127
Exotic Mems	127
Currente Calamo	128
Racing News	129
Wheel Club Doings	130
'Cycling Institutions	130
C. F. C.	130
Notes, Queries, Etc.	131
Fixtures	131

INSIDE OR OUTSIDE?

In our report of the Cleveland races in our last issue, we stated that the finish in the mile championship was dead level, that the decision of the judges was reserved, and the racing board consulted. The facts were these: Of the entries, No. 1 led until the last eighth of a mile, with No. 2 within a foot of his little wheel on the inside. They came down the homestretch about twelve feet from the pole, and No. 2 pulled up even with his competitor, still on the inside, crossing the line so nearly together that the judges and referee divided on the sub-

ject. Under a strict interpretation of the racing rules, No. 2 fouled, and it was on this point that the opinion of the secretary of the racing board was asked. He replies that he should not disqualify No. 2, as No. 1 was so far from the pole. The judges and referee have decided the race a dead heat, and the men will run again at an early date. The professional race on Boston Common on 4 July was very similar, and Hosmer claimed that Mellen fouled him by passing on the inside. The foul was allowed and the prize awarded to Hosmer. The two cases, happening almost at the same time, immediately suggest the query, whether under certain circumstances a contestant has a right to disregard the rule and pass his competitor on the inside. It is not often that we have had the pleasure of agreeing with Secretary Jenkins, but in this instance he is right, and we heartily indorse his decision. A racing man who rides unnecessarily far from the pole does so at his peril. He cannot object to being passed on the wrong side if he crowds his competitor towards the outside. Room must not only be given to pass on the outside, but there must not be an unnecessarily wide space on the inside. The *'Cyclist*, whose editor is a bit of a racing man himself, had a few weeks since this answer to a correspondent: "We should say that any rider who was four feet from the inside of a course was entitled to be passed on the wrong side by any competitor behind, no matter how much space there might be on the outside of the course." If riders are not allowed to pass on the inside when the man in front is riding wide, our tracks are likely to be the scene of purposely unfair riding. There need be but little apprehension that riders will try to squeeze in where there is no room, as the first law of nature will govern their action in this respect.

THE New England Association seems to have got its quietus. It has been neglected by its parents. It dies (apparently) "and makes no sign," a puling infant. Those who originated the idea had faith in it, but were not the kind of men to push it to success. They preferred to have others do the work while they stood calmly by to applaud. The natural result followed. We favored the idea, believing it to be practicable, and if properly managed capable of doing good locally. We are in favor of any associa-

tion organized for special work to promote the 'cycling interests. We would, however, advise the promoters of them to nurse the offspring they beget, and not leave them to a cold and unappreciative public. Deserted children seldom succeed in life.

A SIGN of the times is the frequent reference by the leading papers throughout the country in one way or another to 'cycling. For example, the Philadelphia *Record* of a few days since contained an editorial on "Wheels and Skirts," in the course of which it says, referring to tricycling by ladies: "It is clear that the present style of woman's dress is inconsistent with this sort of exercise." After all, it may be that the tricycle will be the most powerful agent "dress reformers" can employ to bring about the result they desire. The time has not yet arrived, however, for a radical departure from the common style of female apparel. What lady 'cyclers want is the costume which will be the most suitable for riding, and at the same time be the least conspicuous. We shall have some suggestions to offer on this subject ere long, and in the meantime would like to hear from our lady readers regarding the most suitable costume for tricycliennes.

OUR information last week that the St. Nicholas Toy Company had refused to pay royalties to the Pope Manufacturing Company was correct. We don't suppose that much will be done until the fall sessions of the courts. Whatever the result of this controversy may be, our readers will be kept informed.

WE learn by our English contemporaries that Lowndes's recent performance on a tricycle does not stand as a record. The reason for this is, that Lowndes had as a pace-maker a professional, which in a "public" performance is not allowed. Mr. Lowndes was protested, but the National 'Cyclists' Union did not sustain the protest, on the ground that it was not a "public" performance. The records do not stand, but must be regarded in the light of a remarkable "private" feat. There seems to be some inconsistency in regard to this matter in England, as in the Facile race, which was certainly a "public" performance, the veteran Vesey had a professional from Birmingham act as pace-maker.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

L. A. W.

Editor Bicycling World:—The "official organ" of the L. A. W. reads a homily to chief consuls in a late number of that elevated organ, and who Brother Jenkins designs to hit in that line no one knows but himself. The communication of an "Old Member" evidently stirred him up to this homily to chief consuls. I am neither chief consul nor consul, but simply a plain and unadorned member of the L. A. W., and have been a member from its first organization, when it had no other axe to grind than that which hewed on all sides, to clear the way for bicyclers wherever they might be found. While it was a close corporation, in one sense, it was not controlled by the mercenary spirit that now grasps at its vitals, and threatens to place it under the control of parties whose interest in the L. A. W. is their interest in a large business; they would fain control for the benefits of their own pockets. Who are the chief consuls so severely criticised by the corresponding secretary, who neglect their duties "in the manner provided in the constitution of the League, who prefer to raise their voices in opposition to the organization in the columns of such of the bicycling press as choose to publish their sentiments? If a chief consul does not believe in the League he should not, as one of its officers, lower himself by criticising it." Now, I happen to know some of the officers of the League who are as truly interested in promoting its work as any one can be, but they are independent, and did not approve of the manner in which things were done at the late annual meet of the L. A. W. There are lots of wheelmen who heartily disapprove of that action, and hence we hear talk of State divisions outside of the L. A. W., and in no place more strongly than in Massachusetts, the great centre of bicycling in this country. I fear it is too true that "The time is past when men accept positions in the board of officers for the mere honor it carries with it." There was a time when men held these positions for the honor of the cause of the wheelmen, without an eye open all the time to the profit that might be made out of it. Now there may not be much profit in the organ at fifty cents a year, but certainly the publishers hope to get paid for their work. Now it is sheer nonsense for the corresponding secretary to issue such a tirade against chief consuls, or any one connected with the L. A. W., merely because they hold independent opinions that differ from his. There is no doubt that the L. A. W. will live, and, I hope, increase in membership, and become entirely independent of all rings and cliques combined to turn everything into the almighty dollar. The official organ

cannot wheel every member into its rut, for there are some of us who will continue to differ from the methods adopted, and use our best endeavors to bring about harmony of action and have Central Park thrown open to all wheelmen.

OLD MEMBER.

From Newburgh.

Editor Bicycling World:—A bicycle club was organized by the wheelmen of Newburgh, N. Y., on Friday, 25 June, 1883, upon a plan which we think differs, in some respects, from any we have yet heard from. Our aim is to have just as few rules as possible, and yet have enough of an organization to hold them together. It is an experiment, and it remains to be seen how it will work. We start with a membership of fifteen, which number we hope to largely increase, as there are about thirty wheelmen in our place.

There are few places where the wheelmen have more advantages than in this city and surroundings, and few spots where one can find finer roads than are to be found in this section of Orange county, and there is no reason why the wheelmen of our place should not increase and multiply, and enjoy themselves to the best of their ability. As we have been treated in a very shabby manner by the League, there are no members of that society among our number, and not likely to be unless they change their policy from their present plan of benefiting a few at the expense of the many, to one whereby we, who do not happen to be among the few favored ones, may be able to see some advantage to us in being members of the society. We had supposed it to be a society for the purpose of mutual protection, as well as to encourage bicycling, and with such an understanding of its purposes several of us joined it during the first year of its existence, but when an opportunity came for its usefulness to us, we found its protection but a delusion and a dream. Thus much for our experience of the benefits to be derived from joining the League, and we find others whose opinions about it are the same.

T. T. HAVILAND, Sec.

Important to the Trade.

THE BICYCLE AND TRICYCLE EXPOSITION.

(From advance sheets of *Wheelman's Gazette*.)

THE first exhibition of bicycles and tricycles and sundries will be held on Hampden Park, Springfield, Mass., 18, 19, 20 September, in connection with the grand camp meet and tournament of the Springfield Bicycle Club, to which inventors, makers, agents, and dealers are cordially invited to contribute any and all articles connected with 'cycling, and to lend their aid by making this one of the finest exhibits of the kind.

The plans are as follows: The Springfield Bicycle Club will furnish one or more large circus tents, to be located in a central position on the park, with suitable stalls for the exhibition and sale of all goods connected with 'cycling; each ex-

hibitor to furnish his own salesman, and the only charge will be for rent of stall. Exhibitors from a distance, upon application to the chairman, will have a competent man appointed to take charge of the exhibit and sales, the exhibitor paying the man in charge a fair compensation for services rendered. In case of rainy weather, the large and spacious barns near by may be used, into which the wheels can be removed, thus doing away with the possible damage that might be caused by rain.

The charge for space will be as follows: The space will be ten feet deep, and the charge will be \$2.00 per front foot, no charge being made or commission on sales. Ample police provisions will be made, and everything that tends to make a successful exhibition will be attended to.

It is hoped that all parties interested in 'cycling will see that it is for their interest to help make this show a second Stanley exhibition, for with at least 50,000 people on the park, and upwards of 1,500 wheelmen, the show, if a fine one, will be a great factor and help to 'cycling in all its branches; for what pleases wheelmen better than to have a chance to see all kinds of wheels and to compare them, while at the same time it is of great interest to the people at large.

INSTRUCTIONS TO EXHIBITORS.

1. All applications for space must be made on or before 5 September, 1883.
2. Goods must be delivered at the park not later than 17 September, 1883.
3. All exhibits must be arranged ready to be seen on the morning of 18 September, when the exhibition will open.
4. Transportation, receiving, unpacking, and arrangements of exhibits will be at expense of exhibitor.
5. Each case or package must be plainly addressed, "Bicycle and Tricycle Exhibition, Hampden Park, Springfield, Mass., U. S. A.," and should have at least two labels affixed to different but not opposite sides of each case, and giving the following information:—
 - (1) The name or firm of exhibitor.
 - (2) Residence of exhibitor.
 - (3) Total number of packages sent by that exhibitor.
6. Within each package should be a list of all objects it contains.
7. The removal of exhibits will not be permitted prior to the close of the exhibition, but all articles must be removed within three days thereafter.

Applications have been made to the Secretary of the Treasury for permission to have the exhibition hall constituted a bonded warehouse, that foreign exhibits may be permitted to come to the country free of import duty.

Messrs. Stoddard, Lovering & Co., 10 Milk street, Boston, the Cunningham Company, Odd Fellows' Hall, Boston, and Samuel T. Clark & Co., Baltimore, will receive machines and sundries on consignment intended for exhibition.

The following committee have been chosen, who will cheerfully answer all communications: J. S. Dean, Boston, chairman; Samuel T. Clark, Baltimore.

Exhibitors wishing space, help, etc., will address J. S. Dean, 8 Pemberton square, Boston, stating amount of space required, whether for sale or exhibition only. All machines being shipped will be taken care of and stored in a safe and secure place at owner's risk.

The Canadian Tour

CAME to an end at Buffalo, as per programme, Wednesday, 11 July, where the tourists dispersed with feelings of regret. From all accounts the tour was an immense success and an honor to the promoting club. It was the longest tour ever made by so large a number of wheelmen,

and will be remembered and talked about by those who were fortunate enough to have participated in it. The total distance was nearly three hundred miles and the number of riders about fifty. We will give but a short summary of the tour, as it will be described more fully in publications whose province it is to give lengthy accounts of such tours. The first day's run, Monday, 2 July, was from Windsor, Mich., along the north shore of Lake Erie to Blenheim, a distance of seventy-two miles. Roads reported to have been excellent. On Tuesday, the 3d, thirty-eight miles only was traversed, as the roads were not as good. The night was spent at Wallace-town. Cordial treatment of the tourists by a whole-souled farmer was a feature of this day's run. On Wednesday, the 4th, the run to St. Thomas, nineteen miles, was made. Principal incident, a complete drenching by a thunder-storm. A day was lost at London on account of rain.

Friday, the 6th, the party covered the sixty miles from London to Goderich, nearly due north, on Lake Huron. A few went by rail to Brantford from London. It is a beautiful country towards Goderich, and the people turned out *en masse* to welcome the tourists. The Grand Trunk brought the party from Goderich to Brantford. Thence they wheeled into Hamilton on the 8th inst. On Tuesday the passage was made from Toronto to Lewiston by boat, and a hard run was made from Lewiston to Niagara Falls and thence to Buffalo. The following clipping from the Buffalo *Express* will show how the boys enjoyed themselves: "Every hour brought its laughable incident, and these by the score the artist's book has retained. The innumerable headers,—one of which sent Mr. Reid into a ditch full of water; the bread and milk, and the noonday siesta on a farmer's kitchen floor; the wondering countryman and the little boy who jeers,—these things kept away monotony. When a hill was encountered, wonderful Tolman, the Worcester boy, was always at the front and in his saddle, while the others trundled. Tolman, by the way, rides a sixty-inch wheel, and is the inventor of the automatic alarm bell. There were two Star wheels in the party, with the little wheels in front. These machines always drew out the small boy's best remarks. When a village was entered the last man was always geyed and asked why he could n't keep up. Then Brown, of Chicago, and Lee of Buffalo, and Smith, of Detroit, would give the spectators some exhibition work, standing still on their wheels, vaulting, riding with feet on the tiller, and the like. If nothing else won the plaudits of the people, Hibbard, of Milwaukee, would give them some of his songs. From the accounts some of the boys give, more than one will sing "*Vive la Canadienne*," at least until a new flame drives the pretty black eyes of the Dominion daughters from their minds."

At every place visited the people were enthusiastic and hospitable, and the trip was one round of pleasure. Bravo! Chicago Bicycle Club.

In Camp.

THE Champion City Bicycle Club, of Springfield, Ohio, went into camp at Yellow Springs, Ohio, Friday, 6 July. The place selected for the camp, the great Neff House Park, being the same as last year. It abounds in fine scenery that is not surpassed in Ohio. The beautiful groves, sparkling cascades, springs, brooks, and fern-covered cliffs all combine to render the whole scene most beautiful. It embraces over three hundred acres. The camp contains fifteen or more tents situated in a grove about one hundred yards from the Neff House and an equal distance from the great yellow spring, after which the village near by was named. The Neff House, which has been closed for several years, was once quite a celebrated hotel, and people flocked to it during the hot months from all parts of the West, but it was finally run down by bad management. The great kitchen and dining-room are used as such by the camping party. Those members of the club who are married have their families with them, while the younger members have their sisters and sweethearts, making a gay and sociable party. The tents occupied by the ladies have a very inviting appearance, having floors and being well equipped with various conveniences; the gentlemen's tents are not so fastidious, but take more after the ordinary military style. Hammocks are suspended between the trees. Numerous out-door sports and games are provided, and everything is so that one cannot help enjoying himself. The party will remain for two weeks, at least, and probably three.

On Sunday, 8 July, the Cincinnati and Xenia Bicycle Clubs were guests of the camp, and although the weather was not just what one could have wished for, a splendid time was had. The Cincinnati Club's cornet band was present, and enlivened the occasion with many well-rendered selections. The guests left in the evening, well pleased with the efforts made for their entertainment by Captain and Mrs. Kirkpatrick and the members of the Champion City camp.

COUNT.

A Cleveland Century.

AT the call of Capt. Sholes for a one hundred-mile club run on Tuesday, 10 July, five of the Cleveland's, Lieut. A. S. Hathaway, Geo. Collister, T. S. Beckwith, W. O. Beckwith, and F. P. Root, met at the headquarters that morning at 3.30 o'clock.

Exactly at four o'clock the start was made, and Rocky River, nine miles, was reached at 4.55, Dover, fifteen miles, at 5.45, Ridgeville, twenty-two miles, at 6.20, and Elyria, twenty-eight miles, at 6.43. One of Collister's handle bars broke

when fourteen miles from Elyria and the other when a mile from there, he fortunately being able to have them fixed there. A stop of an hour and thirty-nine minutes was made at Elyria for breakfast, where W. O. Beckwith and F. P. Root dropped out. Leaving Elyria at 8.12, Whiskeyville, thirty-four miles, was reached at 8.55, and Oberlin, forty miles, at 9.45. The intention of the party on starting had been to make Wellington, forty-seven miles, but the roads being so bad after going three miles beyond Oberlin they turned back, passing through Oberlin and Whiskeyville, reaching Elyria, fifty-eight miles, at 12.12, where a stop of 1h. 13m. was made for dinner. Again was the party fooled about the roads, and after travelling three and one half miles towards Lake Breese they reluctantly turned back, reaching Elyria again at 2.40, having made sixty-five miles. At 3.05 P.M. the party started on the return trip, passing through Ridgeville at 3.40, Dover at 4.40, Rocky River at 5.25, arriving at headquarters at 6.50, making a total of ninety three miles. Taking an hour for supper the party with several recruits passed through Newburgh to Corlette, which was reached about 9.20, one hundred and three miles, returning shortly. Lieut. Hathaway dropped out at Newburgh, his home, with a record of one hundred and six miles. The city was finally reached at eleven o'clock, and the party retired to their homes. Geo. Collister and T. S. Beckwith now have the Ohio record at one hundred and thirteen miles. The time on the road was just nineteen hours; stops, six hours, twenty-six minutes; riding time, twelve hours thirty-four minutes. RELCYCIB.

Race Between a Bicycle and a Train.

As the Statesville-bound train pulled out from the depot in this city yesterday afternoon, Mr. Will Pharr mounted his bicycle and started off with it. Bicycle and train started at the same time, and for the first few miles the race varied, first one and then the other being in the lead. The last heard from the race was when a gentleman coming to the city passed the train and bicycle spinning along breast to breast, at a point just eight miles from the city where the country road runs parallel to the railroad. How the race finally ended we could not learn, but it is reasonable to suppose that Mr. Pharr gave the train a close race to Davidson College.—Charlotte (N. C.) *Observer*.

Mr. Pharr is a member of the Charlotte Bicycle Club, and, as we stated a few weeks since, a deposit of \$100 has been made that he can beat any bicyclist in North Carolina.

EXOTIC MEMS.

John o' Groats to Land's End.—Record Beaten.

ON Saturday, 30 June, Mr. James Lennox, one of the chief consuls of the

C. T. C., succeeded in riding from John o' Groats to Land's End in nine days four hours and forty minutes, beating Keith-Falconer's record of thirteen days. This performance is all the more remarkable as seven out of the nine days were wet, and Mr. Lennox had to contend with a head wind the whole way. He writes: "I took the precautions I spoke of, viz., (1), I sent post cards at all out of the way offices; (2), secured signatures with dates and places of those I met on the way; (3), I kept my hotel bills and signed my name in all the visitors' books, and lastly, I rode with several 'cyclists along parts of the route, so I think I have proof beyond dispute." Mr. Lennox was mounted on a Rudge Roadster.

RECORD BROKEN. — On Saturday, 30 June, Mr. A. Thompson, at the Crystal Palace track in a mile race, succeeded in upsetting the one quarter mile record by two fifths second, riding the first quarter in 40 $\frac{3}{5}$ s. The best previous record for this distance was forty-one seconds, held by Cortis, and in another race on the same day Mr. Thompson lowered the half-mile record by one fifth second, in 1m. 19 $\frac{3}{5}$ s. Cortis's record being 1m. 20s. The machine ridden was made by the Coventry Machinists' Company.

ON 8 June, John Rennie, while riding near Aberdeen, Scotland, lost control of his machine while coasting down a steep hill, and falling, injured himself so severely that on 16 June he died. It is proposed to put a Union danger board on this hill. A good deal like shutting the proverbial barn-door.

PATENT SUIT. — The case of Bown v. Humber was brought to a close 2 July, with a verdict for the defendant. Bown failed to prove an infringement on the part of Humber, who produced a bicycle fitted with an adjustable bearing sold by them some months previous to the application for Hughes's patent.

SCURI. — On Wednesday, 14 March, an unusually fine exhibition was given to the members of the Veloce Club, Troyen, at the Casti Theatre. Scuri was the principal performer, and the following is the programme that he accomplished in a space of thirty square yards: 1, grand entrée; 2, stand-still mount, pedals horizontal; 3, fast riding; 4, passing between burning bottles placed scarcely eight inches apart over a space of five or six square yards; 5, passing between cornets placed so close together that there was only room enough for the rim of the wheel; 6, the musical talent of M. Scuri was shown by his rendering with the assistance of the orchestra a short piece called "Réveil du Vélocipédiste." The instrument used by M. Scuri was a clarinet; 8, on the second trial he succeeded in riding through several hoops covered with paper — a trick common among circus riders; 9, riding up and down obstacles as high as a curb-stone; 10, riding over bridges and see-saws; 11, slow rid-

ing, ungraceful, because the difficulty compelled the rider to advance by jerks; 12, riding on a round table on which paper cornets were placed. His balance seemed to be lost every moment; 13, riding without saddle; 14, leaping down a distance of four to twelve inches without falling; 15, riding down a flight of stairs; 16, turning round and round in one spot; 17 and 18, riding without seat and handle-bar; 19, moving forward and backwards in straight and curved lines; 20 and 21, riding with one and then two of his children on his shoulders; 22, on a long bridge built with a rise of one foot in three and one-third. The monocycle made a much more rapid ascent than is possible on a bicycle. M. Scuri already, rides with one pedal, and soon, perhaps, will dispense with his cranks.

COMMENT UNNECESSARY. — At the last meeting of the C. T. C. council the following resolution was adopted: "That the honorary treasurer pay the sum of £5 from the club funds towards the public voluntary subscription now being raised for the repairing of the main thoroughfare through the town of Annan in Dumfriesshire, Scotland."

CURRENT CALAMO

RECORD time is having a respite this year. It has n't received many beatings as yet in America.

Is a bike a he or a she? Within a week we have seen two machines, one of which was named "Psyche" and the other "Tiger."

THE number of requests to change the addresses of papers we receive just now reminds us that the bicyclers are fitting.

BOSTON needs, and should have, a good cinder track within easy distance. The riders will not go out to Beacon Park.

Puck says that in 1893 the *Sun* that shines for all may be expected to contain the following editorial: "The time has arrived for us to enter our protest against the demoralizing practice of bicycling. The Legislature now in session at Albany ought at once to pass a bill prohibiting the degrading sport. Let those narrow-minded persons who feel aggrieved cultivate cock-fighting, at once the most healthful and intellectual sport ever devised by man." If the politicians at Albany wait until 1893 they will be more likely to pass some bill to secure the bicyclers' votes. No danger, *Puck*, by that time Charlie Dana and his slugging pets will not be able to come to time. They will have thrown up the sponge.

MR. E. M. SENSENEY, of St. Louis, Mo., has secured a patent recently for a bicycle bell having a simple clapper, by which contrivance the bell may be sounded without any effort on the part of the rider.

D. J. CANARY will entertain the sum-

mer residents with fancy riding at Winslow's rink at the Vineyard.

AND now they talk of repeating the "Wheel Around the Hub" on tricycles.

THE Massachusetts Division treasurer is after delinquent members with a request to pay up.

Puck for last week has a large cartoon representing the New York wheelmen in the park. The likenesses are not all good, though we have no trouble in making out Pitman, who stands in a leafy bower with a friend. The Owl is on hand watching a well-known wheelman taking a coast. The great attraction for the members seems to be at the hotel, and they appear to be in good spirits. The father of the League is exhibited on a bust in the centre. The whole exhibits the bicyclers on a good time.

NEW YORK allows its mounted police to indulge in horse racing and run down the poor bicyclist, so Phil Fountain says, and he ought to know. We pity the next man who interferes with him, as he carries a gun and will use it if necessary.

THE Cleveland Club's record of one hundred and thirteen miles is a remarkable one, considering that they rode through Whiskeyville without stopping.

THE Canadian tourists have reached Buffalo, where they were royally entertained by the Buffalo Club. This is the end of the tour, which is reported to have been a great success. The tourists' reception in Canada was enthusiastic and complete.

Puck hopes its esteemed contemporaries will never use the term "iron horse" again. We hope so, too, and would like to see the "steed of steel" stuffed and laid away until the fall with a few more pet phrases.

JULIUS WILCOX has gotten out a memorandum of instructions to his purchasers, containing many good hints for taking care of and repairing the Facile and Coventry tricycle.

COREY HILL is still in the same place, but we have received no report of any riding up it within the past week. We want to see the Worcester wheelmen try it.

THE Women's Christian Temperance Union has erected a drinking fountain in front of Papa Weston's. No trouble now to get an invitation to drink.

ORVON G. BROWN, of Cincinnati, dropped in upon us this week.

THE *Courier* says the Boston Ramblers have moonlight runs every week. We wish the *Courier* would give us the receipt for "moonlight every week."

It is reported that the Canadian customs department has reduced the duty on bicycles from thirty-five to thirty per cent, by a change in classification. They have been classed with carriages and carts, now they are classed with hand-carts and wheelbarrows. "What's in a name?" A good deal, we should say, in Canada.

AND now some malicious person accuses Stall of having been pushed up Corey Hill. We witnessed the feat, and followed Mr. Stall from the foot to the top of the hill, and no one touched his machine except himself.

JOHN S. PRINCE has taken up his residence in Washington, where he dispenses the "finest cigars in the city," trains himself and the wheelmen of the capital.

COL. ALBERT A. POPE, the president of the Pope Manufacturing Company, sailed for Europe on the Cunard steamer "Pavonia," Saturday, for a business and pleasure trip.

WE have had quite an influx of visitors this week. Westcott, Norman, and S. Delbert, Jr., of the Germantown Club, T. T. Gilmer, of the Charlotte (N. C.) Club paid us calls.

WE regret to chronicle this week the death of Mr. S. A. Marsden, the captain of the New Haven Bicycle Club and chief consul of Connecticut, who died at his residence in New Haven, on Sunday, 8 July, at 10 A. M., of typhus fever, after an illness of only ten days. Mr. Marsden was one of the pioneer members of the League, and always an active member. He was elected commander of the League in 1882, and rode at the head of the parade on that occasion. Mr. Marsden was very fond of all athletic sports, and was a yachtsman as well as a bicyclist. He had but recently purchased a large steam yacht, which he used in his trips between his home and New York, where he had large business interests. His death will be felt not only in the city where he has made his home, but in the bicycling fraternity, where he has always been a leading spirit.

THE old conservatives of Fredonia, N. Y., have opposed the bicycle as much as possible, but, of course, could not obstruct its way entirely. The trustees of the town have, however, passed an ordinance prohibiting the use of the bicycle on the sidewalks, which is well enough.

E. N. BOWEN, of Fredonia, N. Y., in May, rode from that town to Boston, a distance of over five hundred miles. The time occupied was eight days, three of which were wet. As Mr. Bowen climbed the Hoosac Mountain, we rather think he would make a good showing with Corey Hill in front of him. If any of our readers desire any information regarding the roads over which this trip was made Mr. Bowen will be pleased to tell all he knows about them.

RIDERS going north from Boston will find the Salem turnpike in good riding condition. From Revere to Lynn one can get five miles of good level roadway.

SEVERAL of our contemporaries credited Burnham with covering the first mile in the five-mile race at Beacon Park on 30 June in 3.07. They should make mention of the fact that the first four laps were eighty yards short of the mile.

The track is four laps to the mile on the curb. Under the present standard of measurement, an allowance of twenty yards is made on each four laps. We make this correction that Mr. Burnham may not be overestimated by handicappers.

THE photograph of the League Meet taken by Pach in New York is without doubt the finest group of wheelmen ever taken. Every 'cyclist should have one.

A MAN that races with railroad trains must be watched by hand-cappers.

THE Fourth of July returns are not all in.

AND now it is stated that the park commissioners are alone to blame for restricting the use of Central Park to League members. We are glad that some one is to blame.

WE trust the report that the *Bicycle* is defunct is not true. It was a bright and independent sheet, and deserved to succeed.

WE clip the following from the Springfield *Republican*: "The interest in yesterday's celebration on Hampden Park mostly centred in the bicycle races. It was then that the crowd put in its most enthusiastic shouting and everybody forgot how hot it was. The bicycling interest is still the leading one here as far as sports are concerned. Two of our citizens met at a Boston restaurant the other day, and one who had been away for some weeks asked his neighbor how things were in Springfield. The answer was: 'Perfectly flat. There is nothing going on there except the bicycle club.'"

See card of B. Schunleker & Son and order a uniform.

RACING NEWS

LONDON, ONT., 2 July. — The parade and race meeting of the Canadian Wheelmen's Association was a complete success, nearly two hundred riders participating in the former. The track on the exhibition grounds is reported to have been loose and sandy.

One-mile championship, best two in three heats. First heat, W. G. Ross, Montreal (1), 4m. 17½s.; F. Westbrook, Brantford (2), by four yards; C. H. Hepinstall, St. Thomas (3). Second heat, Ross, 4m. 10s.; Westbrook (2), by 18 in.; Hepinstall (3).

Five-mile championship. W. G. Ross, Montreal (1), 22m. 56s.; P. Doolittle, Aylmer (2), J. N. Low, Montreal (3). R. M. Burns, London, and F. Westbrook, Brantford, stopped on second mile.

Two miles, for men who never won a race. A. Pilkie, Woodstock (1), 9m. 7½s.; H. P. Davies, Toronto Wanderers, (2), by three yards; J. A. Muirhead, Montreal (3); E. A. Thompson, T. W. (o); L. Harris, Woodstock (o); C. Daniels, T. W. (o).

One-mile, Forest City Club, London,

best two in three heats. First heat, R. M. Burns (1), 4m. 22s.; J. Lamb. (2); J. B. Dignan (3); J. Simpson, (4). Second heat, Burns (1) 5m. 5s.; Lamb (2).

SAN FRANCISCO, 4 July. — One-mile handicap — F. W. Gibson, 20 yards (1), 3.29½; H. C. Finkler, scratch (2). Five-mile professional — A. A. Bennett (1), 19m. 20½s.; W. C. Hull (2). One-mile handicap — H. C. Finkler, scratch (1), 3m. 17½s.; H. Tenny (2).

WILLIAMSBURG ATHLETIC CLUB, 4 July. — Two-mile handicap, W. H. Austin, scratch (1); J. M. Austin, 150 yards (2). Won by six inches; 7m. 45s.

WILLIAMSPORT, PA., 4 July. — One and one half miles — Walter Bowman (1). Five miles — Walter Bowman (1).

ROCHESTER, N. Y., 9 July. — One mile — F. D. Helmer (1), 3m. 26s. Two-mile — Fraser (1), 6m. 28½s.; Westbrook (2). Twenty-mile, professional — Higham (1), 1h. 9m. 57½s.; Prince (2).

COLUMBUS, OHIO, 10 July. — Three-mile race — W. A. Knoderer (1); J. P. McCune (2). Half-mile — Wm. Neil (1), 1m. 52½s.; Dan Krumm (2). One-mile — Tracy Tress (1), 4m. 1s.; D. Fisher (2). Two-fifths mile, obstacle — J. P. McCune (1), 3m. 50s.; Wm. Neil (2). Slow race — D. Krumm (1).

BALTIMORE, 13 July. — One and one half miles, professional. Second heat of the race at Shuetzen Park, which was mutually thrown to McManus on the understanding that the deciding race should be run at Druid Hill. Charles Logan (1), 5m. 58½s.; W. H. McManus (2) by fifty yards; Geo. Shriver (3) by a foot; Wm. Moran (*alias* Harry Clifford) (4); C. B. Ludwig (o); E. Sanner (o). The winner is one of Hart's instructors, and a very "likely" looking fellow for a green rider.

In the *Spirit of the Times* report of the Warrensburg Athletic Club games, we find the following, which we recommend to the attention of those believing in the 18-inch standard of track measurement: —

"The track is so constructed that the runner is compelled to run around both curves at least four feet from the pole (I speak from personal experience)."

CONSIDERABLE interest is manifested in the coming tricycle races to be held at the Springfield tournament. The L. A. W. and N. A. A. A. have sanctioned the one-mile race as the championship race for the year. The five-mile race will have a goodly number of entries, as a few have expressed their wish to secure the fine Victor Rotary.

The L. A. W. and N. A. A. A. have sanctioned the 25-mile event to take place at Springfield as the 25-mile bicycle championship of the United States, the Springfield Bicycle Club to furnish a medal of the value of \$500. The club will also furnish a suitable memento to those completing the distance and not winning the championship.

A communication received from De Civry, of Paris, undoubtedly secures the first appearance of this noted flier at the Springfield races, as he has expressed the desire of coming to the great meet. The club expect that the offer of \$1,000 and a medal for the professional 10-mile championship of the world will bring all of the noted fliers from the old world, and test the metal of our own men.

From present appearances, the club expect from 1,500 to 2,000 wheelmen at the meet, while the most sanguine expect 3,000.

A SIX-DAY bicycle race will be given this fall, at which time Higham, Morgan, Prince, Armaindo, and Woodside will enter, and probably some others. This event will occur at the Exposition building, Chicago, which has already been secured for the purpose.

B. H. HAMAN, president of the Badgeless, has expressed his dissatisfaction with the result of the ten-mile race in Baltimore on the 23d, as between Foster and Williams. The latter beat the former clean and clear at nine and one half miles, but Mr. Haman, who is an enthusiast, wants Foster to ride his own machine and try conclusions with Williams at ten, five, and one mile, respectively, on the 23d, 25th, and 27th, for a gold medal.

BALTIMORE is to have a cinder path at Oriole Park. A. T. Houck, the proprietor, has made arrangements to put down a five-lap track, with curves one hundred feet radius, and two hundred and fourteen feet straights. It will be ready about 30 August, and the local clubs will combine to give a series of open events, probably in September or October.

The twenty-five mile race at Baltimore, on the 21st, promises to be a very interesting race. Jenkins, of Louisville, sent regrets that he could not come, but with Austin and Pettus, of the Kings County Wheelmen; Williams, Evans, and Foster, of the Incurables; Flack and King, of Maryland; and probably Borden, of Washington, some fast running may be looked for. Pettus holds the Kings county championship at twenty-five miles; Foster holds the out-door record; Williams holds second place to Jenkins as fifty-mile champion, and Flack holds the Maryland State championship. That one hour forty-three minutes and one quarter seconds will be beaten. *Cela va sans dire.*

WHEEL CLUB DOINGS

TRICYCLING IN JERSEY.—Two lady members of the Orange Wanderers celebrated the "Glorious Fourth" by riding a Chaylesmore sociable to Little Falls and return, a run of twenty miles. Hills were mounted and coasted with ease, the fair 'cyclers both asserting the run to be as enjoyable as when aided by masculine skill and strength.

L. A. W. 2,490 writes us that the Hermes Club of Chicago really knows how to enjoy itself, and during this pleasant weather run out in large numbers to "Kellogg's Farm," about fourteen miles from the city, and then spins over to Oak Park to see the ladies. Very

laudable conduct on the part of the young gentlemen.

FROM 4.30 to 6 P. M., 4 July, the Utica, N. Y., Bicycle Club paraded through the principal streets disguised in masquerading costumes. About twenty members participated, and it was one of the most enjoyable features of the day. Altogether it was the best celebration the city has had for ten years. The number of riders has nearly doubled since last season, and we hope ere long to have a tournament. The officers of the club are: President, H. Eugene Chubbuck; secretary, H. K. Vansize; treasurer, Jas. H. Gillmore; captain, Chas. H. Metz; lieutenant, Jas. H. Cutler; bugler, Fred. H. Kellogg. Only three of our members belong to the League, yours truly being one. Hope to induce the rest to fall in line. CATO

THE *American Sports* says that Wing Ho Wong has applied for admission to the Citizens' Club. We thought Chinamen could not become citizens.

THE Cleveland Bicycle Club opened their first rooms on 11 July, and are, of course, happy.

THE Springfield Club has ninety-two members, and is therefore the largest club of riders in the United States, except possibly the Harvard College Club.

THE Lake Superior Bicycle Club, of Marquette, Mich., was organized July, 1881, but remained quiescent until 4 June, 1883, when, with a membership of twenty, it elected the following officers: President and captain, Harry L. Stafford, vice-president and senior sub-captain, Dan. Case; second vice-president and junior sub-captain, Willie Duane; secretary and treasurer, Willis Wetmore; guides, Willie Murray and Louis Palmer.

FRANK W. WESTON, better known and more thoroughly appreciated as "Papa," will officially represent the Boston Club at Harrogate, England, 6 August.

A LARGE detachment of the New York Bicycle Club spent the Fourth at Long Branch. Capt. Adams is spending the summer there with his wife, and in the evening they may be seen speeding along between Seabright and the Branch on a sociable.

CAPT. EDGAR L. DAVENPORT, of the Canton (Penn.) Club, has had eight weeks of typhoid fever, and, without its leading spirit, bicycling languishes in that vicinity.

TWO new clubs have organized in Cleveland, Ohio, within a week, the Forest City Wheel Club and the Cuyahoga Wheel Club.

MISSOURI BI. CLUB 4 JULY TRIP TO CLARKSVILLE, Mo.—On Tuesday afternoon, as the steamer "Dora" left her moorings with colors flying and steam whistles, calliopes, and bugle giving forth their harmonious music, she had on board, bound for Clarksville, Mo., 110 miles above St. Louis, the following members of the Missouri Bicycle Club: Capt. Beckers, Secretary Gardner, Oeters, Cola Stone, Greenwood, Hotze, Floyd Jones, Starr, Metcalf, and Shields, accompanied by Messrs. Obeare, Reynolds, Biebing, and Gardner, of the Eclipse 'Cycling Club, and several lady friends. As we steamed up the river we had a good view of the recently overflowed lands, a large part of which was still under water. The evening was spent in singing bike songs, story telling, and card playing,—it being long after midnight before all retired. As we landed at Clarksville, about nine o'clock the next morning, we were at once taken charge of by our host, Mr. E. P. Clifford, an enthusiastic wheelman, who led us over ten miles of the finest gravel roads in the State. Returning to the town about noon, we cleaned up and rested for about an hour, after which we started for the picnic grounds, about a mile from town, where dinner was served in the old-fashioned "barbecue" style. There had been prepared for us a six-lap track, but owing to its being very soft and situated on sloping ground, was poorly adapted for bicycle racing; however, we went through a limited programme, consisting of a club drill of eight men, commanded by Lieut. Oeters, followed by a mile bicycle race; a mile race between Cola Stone on the single half of a Coventry Convertible tricycle,

and Greenwood on a bicycle, in which the latter won by a hundred yards, and a slow race and fancy riding by Beckers and Stone, all of which brought out considerable applause from the people, many of whom had never before seen a bicycle. After concluding our performance we returned to the town, and, leaving our machines at the hotel, we all made for the river, where a swim was indulged in, Messrs. Stone and Floyd Jones swimming entirely across the river, which is looked upon as quite a feat. In the evening we witnessed a fine display of fireworks, after which all but seven returned home on the steamer "Dora." Those remaining attended the ball, which proved to be a very pleasant affair, dancing with the pretty Clarksville girls, etc., and concluding with the song "Good-by, Ladies," when the last dance was over, and many urgent invitations to call again.

As the next boat would not arrive for several hours, the time was spent in discussing bike matters and cigarettes, while a few, weared with the day's experience, dozed in the hotel chairs. At 2 A. M., the fast steamer "Gem City" hove to, and getting our machines aboard, each one of us made himself as comfortable a resting place as is possible with two or three chairs, as all the berths had been taken. Although tired out from our previous day's trip and races under a broiling sun, followed by the evening dance and little sleep, all declared that the excursion was a complete success. Many thanks are due to Messrs. Clifford, Boone, and other Clarksville wheelmen whose efforts contributed so much to our pleasure. "BLACK VENUS."

ELIZABETH WHEELMEN, ELIZABETH, N. J.—Organized 1 March. Captain, W. H. Hastings; lieutenant, G. J. Martin; secretary and treasurer, M. W. Halsey.

THE bicyclers of Wappinger's Falls, New York, have not formed a club, as has been erroneously reported.

THE Massachusetts Club ran to Nantasket Tuesday. This club is currently reported to be preparing for a century run in the fall.

PAUL BUTLER, of the Bostons, has returned from his European trip.

THE Newburg (N. Y.) Bicycle Club was organized Friday, 25 June, with a membership of fifteen, with L. W. T. McCresky president, and T. T. Haviland secretary.

'CYCLING INSTITUTIONS

THE business meeting of the Canadian Wheelmen's Association was held in London, Ontario, 2 July. The annual report showed a membership of 321, and a balance of nearly \$100 in the treasury. After considering the proposed constitution and by-laws, officers were elected as follows: President, R. H. McBride, Toronto; vice-president, Perry Doolittle, Aylmer; secretary and treasurer, J. S. Brierly, St. Thomas.

The 'Cyclists' Touring Club hand-book has just been issued, and is the handiest and most complete thing of the kind ever published. It contains a fund of information, including an excellent map of the British Isles, showing the chief consular districts, a list of officers, consuls, hotels, places for repairs, and everything that will aid its members in touring. Members can obtain the book of the secretary; price, one shilling.

The membership of the Canadian Wheelmen's Association totals up 242 wheels, made up as follows: Forest City Bicycle Club, London, 40; Toronto Wanderers, 38; Woodstock, 34; Toronto, 30; St. Thomas, 22; Aylmer, 10; Oshawa, 10; Simcoe, 9.

CYCLISTS' TOURING CLUB

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a mem-

bership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE. Important.—During the absence of the U. S. chief consul to attend the seventh annual C. T. C. Meet at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Massachusetts State consul C. T. C., 258 Washington street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address on receipt of a stamped and addressed envelope.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of 'cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of 'cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of *THE BICYCLING WORLD* of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for 'cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for *thirty cents* to E. K. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

APPLICATIONS FOR MEMBERSHIP.—Fred. C. Hand, Scranton, Pa.; E. J. Partridge, 232 Washington street, Roxbury, Boston, Mass.; Fred. M. Tottinham, Keene, N. H.; Miss Flora E. Howe, Atlantic, Mass.

APPOINTMENT.—Consul for Ovid, Mich., H. N. Keys, Main street.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers To Correspondents.

RICHARDS & SAYNE.—Your communication was received too late for last issue. Have made a note which, I think, will meet your approval.

PHILIP T. DODGE.—Thanks for papers.

F. P. M.—Thanks for papers.

L. H. JOHNSON.—Letters received. Have sent to parties addressed.

J. H. COLLISTER.—Thanks for clipping.

C. H. W.—Thanks for report.

O. A., Louisville.—Thanks for report of races.

A. L. F.—Allow us to congratulate you. Thanks for clippings.

COUNT.—Thanks exceedingly for communication. We wanted something of the sort.

FRED. H. FREEBORN.—Your letter received. Our advice would depend somewhat on your own weight. Have no hesitation in saying, however, that the Yale is more up to the times than the other machine mentioned.

We have the Tricyclists' Indispensable for 1883, in stock. By mail, 65 cts

FIXTURES

Saturday, 21 July:
Baltimore, Md., twenty-five mile race, entries close 16th, to R. F. Foster.

Sunday, 22 July:
Missouri Bicycle Club, annual dinner at Bartold's Grove, with tea at residence of Chief Consul Garrey.
Lowell Bicycle Club, from Boston to South Natick, and return with Boston Ramblers.

Sunday, 29 July:
Laramie Bicycle Club, to Elk Mountain and Rattlesnake Pass.
Boston Club, 3-30, to Cobb's.

Monday, 30 July:
Boston Bicycle Club, tricycle road race from Cobb's to club house, eighteen miles.

Wednesday, 15 August:
Marshall (Mich.) Bicycle Club tournament.

Thursday, 16 August:

Marshall (Mich.) Bicycle Club tournament, second day.

Monday, 20 August:

Laramie Bicycle Club, to exposition at Denver, Colorado.

Monday, 27 August:

Columbus, Ohio, tournament of the L. O. W.

Saturday, 1 September:

Laramie Bicycle Club, to Virginia Dale and Diamond Peak.

Tuesday, 4 September:

Manchester, N. H., New England Agricultural Society parade and races.

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Thursday, 20 September:

Third day of Springfield Club tournament.

Wednesday, 3 October:

Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 58-inch full-nickelled Expert, run this season, in perfect condition, \$120; a 52-inch half-nickelled Sanspareil Roadster, new, will sell cheap. Address, C. E. TITCHENER, Binghamton, N. Y.

FOR SALE.—A 54-inch Harvard; in good condition; ball bearings; 30-inch handle-bar, \$100. Apply to J. S. DEAN, this office.

TRICYCLE FOR SALE.—Coventry Rotary, No. 2, balls to pedals, new in May, and in good order, \$135. J. P., Lock Box 22, Andover, Mass.

FOR SALE.—A 54-inch Sanspareil, light roadster, new 4 July, 1883, cost \$149, too large for owner, enamel finish, ball bearings, cradle-spring. Make an offer to A. H. SCATTERGOOD, 30 North Pearl street, Albany, N. Y.

FOR SALE.—A 50-inch Harvard, balls, nickelled, in good order, \$80.00. Send for description of twelve second-hand wheels for sale; good bargains. E. N. BOWEN, Fredonia, N. Y.

B. SCHULENKORF & SON, Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty 1141 WASHINGTON ST.

Near Dover Street, BOSTON.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11x14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,

NEW YORK.

NOW READY FOR DELIVERY.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFF & STURMEY's publications.

OVERMAN WHEEL CO.,
66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

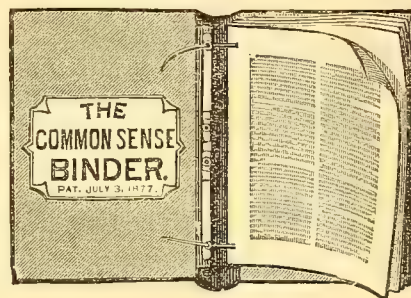
STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.



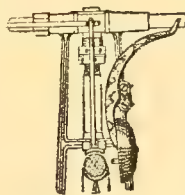
Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
 DAYTON, OHIO,
 For large Illustrated Price List of
 New and Second-Hand Machines.
 Second-hand Bicycles wanted.

WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmey's Bicyclists' Indispensable.....	\$0.55
" Tricyclists' " .....	.65
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A. B. C of Bicycling .....	.12
Lyra Bicychea, Poetry .....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicyclist, 1879 .....	.35
'Cycling Sketches 	1.00
Photos. of Newport, Boston, and Chicago Meets..	.50
Common-Sense Binders for WORLD 	1.00



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
 Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

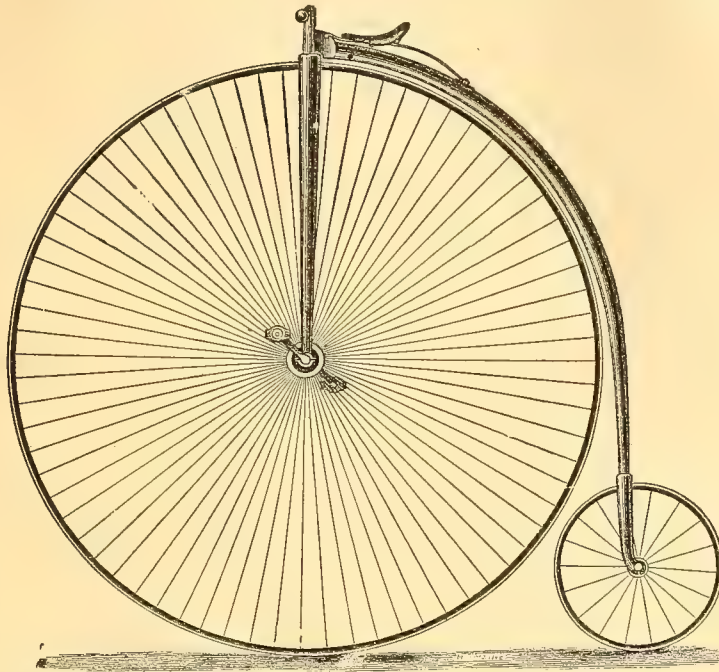
WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the *WORLD* can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.**, 8 Pemberton square, Boston, Mass.

THE COVENTRY MACHINISTS' CO. (LIMITED.)

BY SPECIAL APPOINTMENT TO H. R. H. THE PRINCE OF WALES.



—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

ILLUSTRATED CATALOGUES FORWARDED ON APPLICATION.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

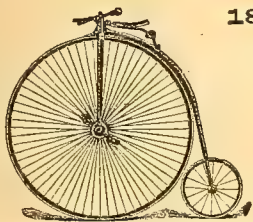
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



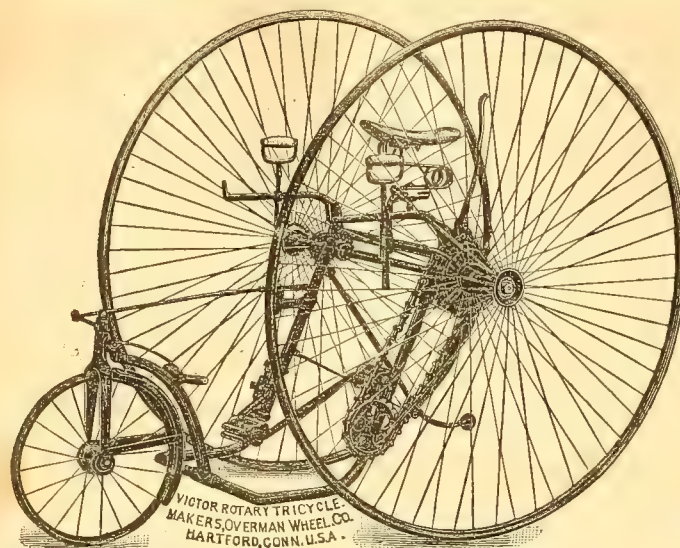
Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten
per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc.

STANDARD FINISH. Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED. Every part on copper, except felloes, which are painted and striped as above. **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers. Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat or Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover or Hat**; cover his ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

**509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.**

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 27 JULY, 1883.

Volume VII.
Number 12.

BUSINESS and TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

NOW READY FOR DELIVERY. Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,
66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,
ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sub Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

FACTORIES. (-)

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone, 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

The Coventry Machinists' Company,

(LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

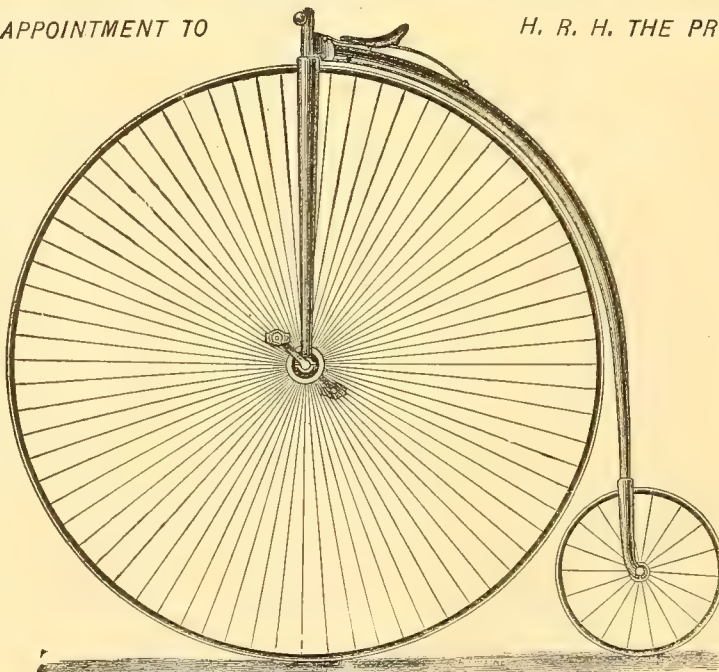
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

Published every Friday

BY

H. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's B. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 27 JULY, 1883.

CONTENTS

Editorial: Pope v. Marqua; Notes	137
Correspondence: Inside or Outside; Grades; A	
Tricycling Dress	138
Collisions at Races	139
W-e-ll!	139
Sidewalk Riding	139
Currente Calamo	140
Programme of Springfield Meet	140
Coasting Mount Washington	141
Montreal Murmurings	141
Patents	141
Racing News	142
Exotic Mems	142
Wheel Club Doings	142
C. T. C.	143
Fixtures	143

POPE v. MARQUA.

OUR esteemed contemporary, in its issue of 27 April, referred to us in an editorial, entitled "A Perversity of Journalism." The perversity seemed to consist in publishing a decision of the United States Circuit Court which had been rendered against the Pope Manufacturing Company. It is needless to offer any excuse for publishing it. It was of interest to every bicyclist, it was of interest to every licensee of the plaintiff, it was of interest to every one of our advertisers. We were referred to as an "impetuous or else mischievous young

editor." We were mischievous because we chose to rely upon a report of the decision rather than seek an explanation of it from the parties interested. We were mischievous because we gave to the public a decision which the plaintiff was explaining to some of its licensees under the bond of secrecy. We were impetuous because we discovered that a decision had been rendered declaring the reissue of the Lallement patent void. Our esteemed contemporary, with far greater impetuosity, "ascertained from reliable sources," certain facts which it gave to its readers. It says the "suit of the Pope Manufacturing Company was entered some years ago; that the defendants ceased infringing." Its first statement is correct, the second is not. The defendants never ceased to make velocipedes or bicycles, so if they infringed at all they always infringed. It says the defendants "removed from the jurisdiction of the court." Again we must correct our contemporary. The defendants never removed from the jurisdiction of the court, though even if they had it would make no difference, having once been properly in court and service having been obtained. We quote from our contemporary "that the matter was allowed to drop." When was the matter allowed to drop? Not until the plaintiff had endeavored to fix up the matter, compromise the suit, avoid a decision, and get the case out of court, as witness the following:—

OFFICE OF COBURN & THACHER,
CHICAGO, 3 February, 1882.

MESSRS. STEM & PECK,
Attys. at Law, Cincinnati, Ohio:

Gentlemen,—We have succeeded in getting our clients to consent that we may dismiss the case of the Pope Manufacturing Company v. Marqua if the defendants will pay the taxable court costs. What do you say to this proposition?

Yours very truly,

COBURN & THACHER.

To this the defendants replied that if the plaintiff wanted the case out of court it could pay its own costs. Then the "matter was allowed to drop," because the Pope Company evidently did not want the matter decided. Indeed, it claims to have entered into an agreement that the claim should not be called up without due notice to Coburn & Thacher, and until they should be ready to proceed with the cause. We quote again: "If the editor (referring to us) had been an older lawyer (and an impartial journalist)

he would have seen evidence in the decision itself that it was an ill-considered one, and in conflict with other decisions repeatedly made regarding reissues of patents, and without full knowledge of facts by the court that rendered it." In other words, we were supposed to accuse a judge of the United States Circuit Court of rendering a decision without knowing what he was deciding. Instead of being in conflict with other decisions, it is in direct accord with them. The case came up on the demurrer, the pleadings being complete, and "no answer to the bill" being necessary, the judges decision was as follows: "I am inclined to think the demurrer is well taken, but in view of another question which is clearly fatal, I have not fully considered, nor have I deemed it necessary to decide whether bill is or is not multifarious. One of the patents was reissued thirteen and the other eleven years after the original. The right to the reissues has been abandoned and lost by unreasonable delay." The Supreme Court of the United States in the case of Banty and Frantz, where the reissues were granted nearly fourteen years after original letters patent decided that "if the first specification was defective in not asserting for each device the right of the patentee to make the requisite correction was forfeited by delay and laches." Again in the case of Miller v. Brass Company, reported in the 104 United States Supreme Court reports, page 350, Mr. Justice Bradley in delivering the opinion of the court, says just what Judge Baxter does, and yet we were impetuous, mischievous, and unfair journalists because we did not recognize that his decision was an "ill-considered one." If our esteemed contemporary's editorial contributor had been an "older lawyer and a fair journalist," he would have read these decisions. "He would have ascertained the facts and candidly given them to his readers." We were supposed to know that "the company which has so long fought hard to sustain that patent and prevailed always would not have allowed itself to be beaten without a contest or to rest under a preliminary decision like the one reported unless it had been caught napping." Exactly, we did not believe, and we might almost add that we about believe that any company which has been fighting to sustain a patent would be "caught napping." If it was "caught napping," it had no business to have been. Now the whole

secret of the matter is that the complainant its counsel, and our esteemed contemporary probably regard the decision as one that cannot be reversed on appeal, and, therefore, resort to the only alternative left them, abuse of the court and a misrepresentation of the facts. The case was decided in the regular course of judicial labor on a real and not a feigned contest. As the reissued patent will expire next November, the plaintiff has filed a petition for a rehearing to keep the matter in court until time has dealt its death-blow. We should not have delayed this matter so long, but were compelled to by circumstances over which we had no control.

WE regret, on many accounts, that a good representation of American 'cyclists could not accompany Chief Consul Weston on his regular annual pilgrimage to Harrogate. Theoretically, and we hope soon to see it *practically*, the "C. T. C." is an international affair, and in joining it it is not necessary to abate our loyalty one jot to the national organization.

AND now, after resting in the peaceful and happy belief that we had annihilated all our opponents in the matter of pronouncing "bicycle," "Worcester" comes along, throws "roots," "derivations," and such trivial matters to the winds, and informs us that "usage of good society governs pronunciation." He places the centre of "the best literary society" in London, and, as they pronounce it *bi-sickle* (so he says), we bow to the fiat, and henceforth *sickle* it shall be.

HOWEVER, we have the consent of Mr. Sturmev to fall back on the consolation of calling our wheels "bikes" and "trikes," but he stops a trifle short of entire solace by refusing to allow the use of the words (?) "jigger" and "sosh."

It matters little what bicycles and tri-cycles are called, so long as the expressions "silent steed" and "steel horse" are not resurrected, for we certainly consider them buried and forgotten, so far as we are concerned. Some over-sensitive people object to the "coining" of words. We would reason with such that the arts and sciences, of late years, have created an imperative demand for new words, which, though not accepted as "good English," have been recognized by lexicographers and literati generally. Thus will it be

with "bike" and "trike," unless more acceptable abbreviations be "coined" by some one.

WE are very much in hopes that the foreign manufacturers generally will see their "golden opportunity" in the September exhibition at Springfield. In connection with this subject, we would suggest that such exhibitors as choose make arrangements to transfer their goods from Springfield to Boston exhibition of foreign wares, to be opened in the coming fall.

WE warn our British friends that the Springfield men are making such efforts to have the September meet a success that it will not surprise us to see the great Harrogate and Hampden Court meets overshadowed entirely. Enterprise and pluck are very prominent characteristics of the men who have hold of the project. Ergo, weather permitting, they will succeed to the utmost limit of their calculations.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Inside or Outside.

Editor Bicycling World:—Pray allow me to take issue with your editorial of 20 July, with the above title. The rules covering the point are plain and simple. They are as follows:—

8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.

9. Any competitor guilty of foul riding will be disqualified.

In the Cleveland race No. 1 was twelve feet from the pole; his competitor could not pass him, and he should have been disqualified and the race given to No. 2. But No. 2 was not content to take the race in that way, and so he passed on the inside, thereby violating the rule and rendering himself liable to disqualification. The secretary of the racing board decides that the action of No. 2 was justifiable under the circumstances, and you indorse him. You argue on the principle that two wrongs make a right. Under the rules I cannot see how any rider can be allowed to pass on the inside, no matter how wide his leader may ride. His redress is in the protest, and any fair-minded board of officials will give the race to a man who is crowded out. It is not well to allow the racing men to be judges, for if you do you will have as many minds in regard to what is wide riding as there are men on the track. If

the racing board is of the opinion of its secretary, let them revise the rules so that they can be lived up to. In cases where there are heated disputants there is nothing like the letter of the law, and when you depart from it trouble will follow. HOMO.

Grades.

Editor Bicycling World:—Will not some one give us a table of grades and distances up Corey Hill, so remote wheelmen may compare with it hills nearer home? Distances are quickly obtained by wheeling over the ground and reading cyclometer or counting revolutions. The degree of pitch at each change may be got with a crude slope-level made as follows: Make a wooden semi-circular protractor, or buy a metal one of a mathematical instrument dealer. From its centre suspend a bullet by a thread of a length to just clear the edge. To use this clinometer, hold it vertical and sight along the straight edge or diameter of the protractor, either at the eye of an assistant at the far end of the slope or along the slope itself, by stepping back from the crest till the eye is in range. When the bullet-pendulum ceases to oscillate, carefully bring protractor to a horizontal position, and the thread will lay across the graduated arc so that the degree of inclination may be read off. If such an instrument were generally carried, we might hope for improved road maps where the steeper inclines would be shown by arrows pointing down hill and bearing numbers denoting degree and length of pitch. As another improvement in mapping, I suggest the dotting of the sandy, stony or otherwise bad portions of roads or side of a road.

As a former letter was credited to Hazleton, Ohio, let me locate our town of 8,000 inhabitants. We are perched on a summit of the Blue Ridge mountains 1,600 feet above the sea, the highest town of any size in Pennsylvania. Our four gentlemen riders are "unattached." Their mounts are two Stars, two Columbias; so "honors are easy" in the battle of the bikes, to coin a phrase expressing our friendly rivalry. One mile from town is the "Harleigh Hill," half a mile long, with worst grade at the top. I have analyzed it as follows: $2\frac{1}{2}^{\circ}$ for 460 feet; 4° for 130 feet; 2° for 130 feet; 4° for 145 feet; 1° for 200 feet; 4° for 315 feet; $3\frac{1}{2}^{\circ}$ for 345 feet; $7\frac{1}{2}^{\circ}$ for 270 feet, and 4° for 478 feet. Total, 2,473 feet.

JAMES A. CHASE.

THE length of Corey Hill is 2,300; height, 199; average, one foot in 11.41. Horizontal length from Prospect street, 1,464.3; height, 129.3; average rise, one inch 11.32 feet. On the last 158 feet the average is one in 7.85 feet, and for the next 470 feet lower down the rise is one in 7.87 feet. We do not think the average reader comprehends a grade expressed in degrees so readily as he does when given as above, but for the sake of comparison we give Corey Hill in degrees: Average grade, $5^{\circ} 0' \frac{1}{2}''$; from

Prospect street, 5° 3'; last 158 feet, 7° 15' 1/2'; 470 feet lower down, 7° 14' 1/4".

A Satisfactory Tricycling Dress.

Editor Bicycling World:—In response to your correspondent "Krank" in your issue of 13 July, a lady friend hands me the following:—

"The dress I find perfectly satisfactory is of navy blue flannel made the usual length of a walking dress. The front and side breadths are gored, with a single row of box pleating six inches deep. The back is full width of the flannel (double width) with four-inch hem and seven tucks to make it heavier. Just above the tucks (inside) is a piece of rubber tape half a yard long tacked to the seam where the back and side breadths are sewed together. This tape is also caught to the back breadth in four places and prevents it working forward on the chain. There is a full apron drapery in front, none in the back, and a plain slashed basque. I wear, also, a heavy black quilted skirt to make the dress hang well. My friends say the dress looks well, and is suitable for any place. If too warm a white basque can be worn in place of the flannel."

I often accompany the lady in her rides, on my wheel, and can testify as to the becomingness of the dress and its apparent comfort in riding. It nearly covers the shoes in riding and yet is not in the way.

C. H. G.

Collisions at Races.

At many of the race meetings which we have attended it was noticeable how few precautions had been taken to prevent careless spectators from crossing and recrossing the track to the danger of life and limb of the contestants, and we wondered that, in view of the fact that a fall from a bicycle when travelling at a high rate of speed is apt to be so disastrous to the rider, such negligence should be shown in this respect. We call the attention of all who are in any way connected with the promotion of race meetings to the case of Goodale vs. Worcester Agricultural Society (102 Mass. 401), a syllabus of which we quote, as showing how the Supreme Court of Massachusetts views accidents of this character. The analogy between this case and an accident to a bicycle rider from a collision with a spectator is very strong, and we see little reason to doubt that under the same circumstances a bicyclist would be entitled to a verdict. The danger in bicycle racing is even greater than in horse racing, because in the former the rider alone is hurt, while in the latter it behooves spectators to keep at a respectful distance, lest they, too, be injured. The abstract states well all the circumstances and final disposition of the case cited, as follows: "At a trial against an agricultural society to recover for injuries sustained by one who paid a prescribed fee, and thereupon entered for a race held on the defendants' track, for a premium offered by them at their exhibition,

at which a great number of persons, horses, and vehicles were present, and while riding the race on a horse without a saddle, and going at the rate of thirty miles an hour, came into collision with a horse and sulky on the track (which was only partially fenced), and thereby injured, there was conflicting evidence whether the plaintiff was so leaning upon the horse's neck at the time of the collision that he could not see objects in front of him. The defendants requested the judge to rule that if the plaintiff was riding at the rate of thirty miles an hour on a track only partially enclosed and surrounded by large numbers of people, and was sitting in such a manner that he could not see ten feet before him or that he could not see and avoid obstructions, he was not in the exercise of due care. The judge refused so to rule, and instructed the jury that, for the plaintiff to recover, he must have been in the exercise of due care; that is, the highest care which men of ordinary prudence would use in the same situation, and if the plaintiff rode as alleged, he must show that in so doing he was in the exercise of due care, having regard to the matter in which he was engaged; that he had a right to believe that the defendants would exercise the highest care which reasonable men could do to prevent any obstructions being on the track, but if, in spite of such care, there was danger of obstructions, he was bound to consider this; that the defendants were bound to adopt such precautions to keep the track clear as men of ordinary prudence would adopt; that it was not enough to order men off the track, but that they should have a force sufficient to keep them off; and that the care must be the highest which could reasonably be exercised in order to prevent those injuries which human foresight could avert; but that it was not enough for the plaintiff to show that there was an obstruction on the track, but he must show that the defendants had failed in their duty, which was to use every effort which reasonable men could be expected to use to keep the track clear. *Held*, that the defendants had no ground of exception."

The judge in the lower court instructed the jury that the defendants were "bound to use due and proper skill and care to prevent any person engaged in the race from being injured by the ignorant or reckless acts of the spectators or persons not engaged in the race," and that the degree of care "must be measured by the extent of peril to human life and limb which would be occasioned by neglect."

Although this is the only decision of the kind which we know of, it is conformable to the general principles of the law, and is clear enough to warrant the conclusion that managers of races under certain circumstances are answerable in damages for a neglect to take every precaution to prevent injuries to contestants from obstructions upon the course. If this decision will cause more care to

be used in keeping tracks clear during a race our object in citing it will be gained.

"W-e-l-l."

It has often puzzled the writer's brain as to how, when, and where the above now well-known cry originated. On investigation, he finds that "Papa" Weston claims paternity for this, among many other things. This is how it was, and these are nearly "Papa's" words:—

"Some time since, when a member of the Dorchester Yacht Club, it was my good fortune to be one of a cruising party of right jolly good fellows. Our custom was, every morning, to go below and discuss the nautical questions which naturally arise. The gentleman who usually (nay, always) introduced the questions to be discussed, was inclined to be rather prolix, and especially was this inclination to verbosity trying to our patience, as the proceedings always wound up by our drinking a bumper or *two* to the success of the day's voyage." [We earnestly sympathize with "Papa," and our interest is at last awakened. Ed.] "This gentlemen, of large heart but many words, had a habit of prefixing a good many of his sentences with a long-drawn-out w-e-l-l."

"Many were the discussions among remainder of the party as to how to cut him short, and thus arrive at the bumper part of the programme the sooner. I undertook the job, and so, at the very next conclave, the moment the preparatory long-drawn *w-e-l-l* had been uttered by our worthy friend I echoed the same word, only giving more length and depth to it. Every other man present took up the cry, and after one or two repetitions our friend 'tumbled,' and we were no more troubled with long speeches from him. The Dorchester Yacht Club adopted it, and I introduced it to my dear children of the Boston Bicycle Club. When the 'fortunate five' visited England some years since, they introduced the cry there, and now I find it almost universally used by the bicycle clubs of the dear old mother country, and that is the story of how 'W-e-l-l' originated, and was at once adopted."

ONE OF HIS DUTIFUL CHILDREN.

Sidewalk Riding.

A GREAT many bicycles run at large in this place, and enjoy all of the privileges that are possessed by the cows. The bicycle in itself is harmless and tractable, but when a dude gets on its back it is sometimes a nuisance. When two or three or four of them come bowling along a sidewalk, if they wobble ever so little, the pedestrian who has been nervously watching their approach don't know whether to jump over the fence or run into the road, and then they are a confounded nuisance. At the best, the pedestrian knows he has got to give the right of way, and he don't like it. Horses don't like them, either, and occasionally shy, much to the discomfort of their riders and drivers.

The question has been raised that the codified ordinance says bicycles shall not be run on the sidewalk, and why are they allowed? Sect. 7 of Chap. XXIV. excludes vehicles from the sidewalk.

As a bicycle is a vehicle (Webster defines a vehicle to be "that which is used as the instrument of conveyance or communication"), it is included in the prohibition, and the riders are subjected to the penalty. It is not included among the excepted vehicles, even baby carriages, which were never known to run down or frighten anybody, being permitted to be drawn or driven upon the sidewalks only when they do not interfere with pedestrians, while the poor wheelbarrow has must go slow and keep a careful lookout.

The burgess has shown his determination to enforce the ordinance by requiring people to clean up about their premises, and fining business men who obstruct the pavements with their boxes or wares. Will he see to it that bicycles keep on the roadway, along with wagons, carts, and carriages? They may then frighten more horses, but after having caused a few run-aways, it would be an easy matter to declare them a public and common nuisance, and order their perpetual retirement. Will the burgess act?—*Johnstown (Pa.) Tribune.*

CURRENTS CALAMO

If you must drink try Shandygaff.

EDITOR DEAN is riding his new Victor tricycle, shooting clams, and digging fish at Manchester-by-the-Sea.

MR. HENRY W. WILLIAMS, whose resignation as State consul for Massachusetts C. T. C. was sent in some weeks since, has consented not to press the matter until the return of Chief Consul F. W. Weston from Europe. The resignation was not on account of any lack of interest in the Touring Club, but because Mr. Williams's other duties, both of a business and bicyclic character prevent his giving the time to the interests of the Touring Club which he feels their interests demand.

THE Rev. C. W. Powell, pastor of the Flatbush, N. Y., Methodist Church, recently purchased a tricycle, and for several weeks he has used it in journeying to and from the Methodist Church at Sheepshead Bay, where he also preaches. He makes the journey of five miles in about half an hour, and enjoys the healthful exercise.

SALEM wheelmen have the permission of the Board of Aldermen to use the League stencil on guide-boards.

THE Overman Wheel Company supply portable knock-down houses for stabling their tricycles. They take but little room and sell for \$25.

BOSTON allows wheelmen on Boston Common, but horsemen must keep outside. This reverses the custom at many

other places, where bicycles are not allowed to go, where carriages are admitted.

ON Tuesday of last week, Capt. Clafin, of the Massachusetts Club, telegraphed to the Rockland House, Nantasket, that the Massachusetts Bicycle Club would dine at that hotel. Judge of their surprise when they found that the intelligent operator had notified the proprietor of the hotel that the *Massachusetts Bible Class* would dine with him.

WE are indebted to the New York State Division for one of the elegant photographs of the League Meet in New York.

THE San Francisco Club, with the Oakland Club as guests, took a special run on the 15th inst.

IT was not a "snap judgment" nor a surprise. The plaintiff knew enough about the affair to try and buy off the infringers.

JUDGE SNELL, of Washington, has fined a bicyclist \$20 for running over a pedestrian.

E. L. BECKWITH, of Galveston, has been appointed C. C. of the L. A. W. for Texas.

THE L. A. W. mail vote closed 25th inst.

As the interest in the coming Springfield tournament increases, so the demand for good seats increases. A gentleman from Exeter, N. H. offered that club \$25 to secure a box on the grand stand during the tournament, while a number of our citizens have signified their willingness to pay as high as \$20. The fact is apparent that everybody is going, and the demand for good seats will far exceed the capacity of the grand stand. The grand stand has a seating capacity of 5,000 persons.

MESSRS. B. KITTREDGE & Co., of Cincinnati, will offer prizes to both ladies and gentlemen riders of tricycles of \$100 to \$500, to be run for over the Madisonville track.

THE Board of Public Works of Cincinnati, much to the surprise of bicyclers and their thousands of friends and supporters, have refused to grant the use of the city parks to wheelmen.

THE bicycle track on Boston Common can be used by bicyclers irrespective of their connection with the League. Many riders avail themselves of the opportunity thus afforded to train for the coming races.

How insignificant our long-distance bicycle records appear when compared with what our English friends have done on the tricycle.

PAPA WESTON sailed on Saturday last in the "Cephalonia."

WE have had many calls for the Bicycle Indispensable of 1883, and have had to reply to applicants that it is not issued

till later in the season. Last year we delivered the books 19 October, but there was much delay in getting the work out, and it is not probable that parties will have to wait so long this year.

CAPT. EVERETT, of the Boston Club, went over the course of the road race to be run next Monday, on Sunday last, and made the distance in 1h. 29m. The best previous time was 1h. 45m.

THE first man in the tricycle race of Monday will arrive at the Boston club house about 7 A. M.

FROM what we hear of the treatment of wheelmen by the horsemen of New York, we should judge that a little money could be well spent in the courts.

STODDARD, LOVERING & Co., have imported a 54-inch Rudge racer, built from specifications drawn by John S. Prince, and also a 54-inch from Hendee's specifications. The machines weigh thirty pounds each.

A. J. PHILBRICK, of Salem, is at work on a tricycle with a double direct crank action and a movable saddle, so that there is practically no dead centre. We have inspected the machine in process of construction, but cannot say how it will work. Our criticism of the model would be that the rider is elevated too high, though this objection can be easily removed.

AT a meeting held in Boston, 18 July, the N. E. G. P. and T. A. A. passed the following resolution:—

Resolved, That, from and after 1 August, the transportation rate for bicycles shall be not less than one half cent per mile, provided that the minimum rate shall be not less than twenty-five cents, and that a release from liability in case of damage shall be required in all cases.

THE "umbrella" hat is the latest novelty. It is light, not ungraceful, and decidedly comfortable.

THE Treasury Department has granted the request of the Springfield Bicycle Club to make their exhibition hall a bonded warehouse, and foreign exhibitors can send their goods free of duty.

Programme of Springfield Meet.

THE Springfield Bicycle Club has perfected a grand three days' camp, exhibition and tournament, to take place on Hampden Park, 18, 19, 20 September, 1883, to which wheelmen all over the world are cordially invited. The following list of prizes will be offered, all races being run under the rules of the L. A. W.:—

One mile amateur, best two in three, of those who have never beaten 3.20, three prizes, valued \$100.

One-mile tricycle race for the championship of the United States, gold medal to first, valued \$200.

Twenty-mile horse v. bicycle race, for which Berte Le Franc will ride twenty miles, using ten horses, against any four bicyclers, each changing every mile, for a purse of \$500.

Ten-mile bicycle race for the championship of the United States, gold medal, valued \$300.

One-mile ride and run race, three prizes, valued \$100.

Tug-of-war race, each club to have three men to enter, and the club receiving the highest number to be declared the winner, as follows: Should seven clubs enter, the first man in would count twenty-one, the second twenty, and so on for nine prizes, valued at \$200; there will be three each, first, second, and third prizes.

One-half-mile dash, three prizes, valued \$50.

Twenty-mile race for the Columbia prize cup, valued \$1,000.

Ten-mile professional handicap race, open to all, for a purse of \$500; \$250 to the first, \$150 to the second, \$75 to the third, \$25 to the fourth.

Twenty-mile race for the professional championship of the world. A handsome gold medal will be offered as a memento of the event, and a purse of \$1,000, divided as follows: \$500 to the first, \$300 to the second, \$150 to the third, \$50 to the fourth.

Five-mile tricycle race, three prizes, valued \$500. First prize a Victor Rotary tricycle, built especially for this event, and presented by the Overman Wheel Company.

One-mile race without hands, three prizes, valued \$100.

Five-mile handicap bicycle race, three prizes, valued \$150.

Two-mile bicycle scratch race, three prizes, valued \$100.

Twenty-five mile race for the championship of the United States, gold medal studded with diamonds and rubies, valued \$500. A medal as a memento to every man completing the twenty-five miles.

The inter-college contest, five miles, for a \$500 trophy.

A one-mile consolation race, five prizes, valued \$100.

Two-mile handicap bicycle race, three prizes, valued \$100.

One-mile bicycle scratch race, three prizes, valued \$100.

Ten-mile handicap race for amateurs, three prizes, valued \$300.

Two-mile race for Star bicycles only, three prizes, valued \$100.

Competitive club drill, in clubs of eight, prizes valued at \$200. First prize, a banner composed of the club colors, and a silver cup to each member. Second prize, a bicycle bugle.

To the club having the largest attendance, C. W. Hutchins will present a gold-plated and etched bicycle bugle, valued \$50.

To the club having the largest number of men in the parade (except the Springfield Bicycle Club), and presenting the best appearance, a purse of \$100 will be presented towards defraying expenses to the meet; \$60 to the second; \$40 to the third.

To the individual wheelman coming the

greatest distance, a purse of \$25 will be presented toward defraying expenses; second, \$15; third, \$10.

Entries close Monday, 10 September. Entries should be made to A. L. Fennessy, secretary, Box 1,019, Springfield, Mass.

Fees as follows, for amateurs:—

All one-half and one-mile events, \$1.00 each event.

All two-mile events, \$2.00 each event.

All five, ten, and twenty-mile events, \$5.00 each event.

For professionals:—

Horse v. bicycle, \$5.00.

Ten and twenty miles, \$10 each event.

All American entries must be in the secretary's hands 10 September, sure. Foreign entries the 13th. Remember all entries will positively close on the above dates. All prizes not otherwise mentioned are divided as follows: Fifty per cent to the first, thirty per cent to the second, twenty per cent to the third. All races must have at least four men to start, or the number of prizes will be reduced.

P. S. A number of prominent riders were late in sending their entries last year, thinking that the usual custom of waiting a few days would answer. *A word to the wise.* The Springfield Bicycle Club do as they advertise, and if you wish to enter, have your name in the secretary's hands on or before 10 September, 1883.—*Wheelman's Gazette.*

Coasting Mt. Washington.

MR. E. H. CORSON, of East Rochester, N. H., coasted the carriage road on Mt. Washington, Monday, 16 July, on an American Star bicycle. He pushed the machine up the ascent, making the eight miles in two hours forty-five minutes. After resting some time upon the summit he started upon his dangerous journey, while the guests at the Summit House almost held their breath in fear for his safety as he wheeled rapidly round the steep bend just below the house. Upon reaching more favorable ground he forged rapidly ahead, though it could be seen that the brakes were constantly in application. Another sharp turn near the great gulf was safely passed, and the machine was behaving beautifully, the precedence of the small wheel preventing any liability of "headers," and also serving as a powerful brace in case of obstructions met in the road. The half-way house was soon gained, and the rider breathed more freely, the steep cliffs which border the first half of the way being extremely trying to the strongest nerves. The remainder of the journey was made in perfect safety, the brakes being completely effective in spite of the steepness of the road. The Glen was reached at about four o'clock, the descent having been accomplished in about one hour and twenty-two minutes, and the rider met with a warm reception from the guests. He was apparently as fresh as when he started from the Glen in the morning, though the continual application of the brake had caused a severe numbness in

his right arm. The average grade of the road is twelve feet in one hundred, and in some places runs to sixteen feet in one hundred, while the road-bed at times has no enclosing embankment or railing. Mr. Corson claims that this feat is impossible on the ordinary bicycle.

Montreal Murmurs.

OWING to the very wet weather on the 7th, the Press Athletic Club games were postponed till the 14th inst. W. G. Ross won both the bicycle events (one and five miles); time was beaten in both cases as far as the Montreal track is concerned, Ross doing the mile in 3.36 and the five in 18.38; previous track records being 3.41 and 19.10 respectively; his fastest mile was the fourth in the five-mile, viz., 3.35, his slowest, the first in the same, 4.02, in which he was somewhat retarded by the other competitors. In comparing these times with those elsewhere, it must be remembered that the track is not fast by any means; it being one fifth of a mile in circumference, measured *eighteen inches* from the inside edge; there is a difference in the level of the west and east ends of 6.15 feet; the shape being an oval with the sides straightened; that is, the track consists of two "straights" joined by curves only one hundred feet from beginning to end. Ross does not intend to go on the path again till he commences training for the fall races. I see from an editorial in the *Toronto Mail* that Westbrook, of Brantford, is anxious to get on a match with Ross, of Montreal, to retrieve, if possible, his unexpected defeat in London, on Dominion Day. If Westbrook really wants to meet Ross again he had better come down to the Montreal Club's annual race meeting on 1 September, where he may be sure of a hearty welcome and a warm reception.

The Montrealers have suffered a heavy loss by the departure of their genial and popular captain, "Jack" Muirhead, for London, Ont., where he intends to reside permanently. On Thursday evening thirty-three members turned out to take part in the last ride under his command, and on Friday evening about fifty members mustered at the club house in full uniform and escorted him to the depot whence we gave him a hearty send-off, with three cheers and a tiger.

Muirhead's departure caused a general "shift" among the road officers: Mr. J. H. Low (first lieutenant) being elected captain, Mr. R. Campbell (second lieutenant) being elected first lieutenant, and Mr. Horace Joyce being elected second lieutenant, and Mr. R. Darling standard bearer. We have had visits, lately, from the following wheelmen: Orvon G. Brown, Cincinnati; Evans, Forest City; Gustin, St. Thomas; and Woolls, Boston.

KRANK.

MONTREAL, 21 July, 1883.

Patents.

The following recent patents, issued from the United States Patent Office,

are reported for the WORLD by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 280,927. Velocipede. Chas. W. Hays, Philadelphia, Pa. Has mechanism for allowing the rear wheel to adjust itself to uneven ground.

No. 281,091. Steam road-vehicle. Geo. A. Long, Northfield, Mass. A tricycle adapted to be propelled by steam power. Has differential friction-wheels which work interchangeably on the periphery of the driving-wheel.

No. 281,489. Bicycle. Jean B. Girard, St. Aimé, Quebec, Canada.

No. 281,580. Bicycle lantern. Frank H. Talbot and Fernando Brown, Cleveland, Ohio. Has flexible bearings, detachable glass and reflector, etc.

RACING NEWS

LAWRENCE, MASS., 4 July. — Two- and a quarter-mile — John Tacy (1), 8.22; Howard Gage (2), 8.45; Mark Fuller (3), 9.15. Three-quarter — Fred G. Dyer (1), 2.47; M. D. Currier (2), 2.50; N. Cogswell (3), 2.52. One-quarter — M. D. Currier (1), 49s.; Benj. Forbes (2), 50s.; Alfred Heroux (3), 52s.

BALTIMORE, 21 July. Twenty-five miles, at Druid Hill Park, on a gravel road, in poor condition, measured eighteen inches from pole. E. E. Williams, Incurables (1), in 1h. 45m. 55½s.; W. H. Austin, King's County Wheelmen, N. Y., (2), by nearly three miles, time not taken. R. F. Foster, I. O. B., C. R. Evans, I. O. B., did not finish.

WASHINGTON, 23 July. — Fully 5,000 people watched the bicycle race for the professional championship at Athletic Park this evening. The first race, for five miles, it will be remembered, was ridden here, and was won by Prince. The second race, for twenty miles, was ridden at Rochester, N. Y. and was won by Higham. The final race was for ten miles, and was very closely contested. The following is the score by miles:—

Miles.	M.	S.	
1.....	3	10½	Higham.
2.....	6	30½	Higham.
3.....	9	40½	Prince.
4.....	13	02	Prince.
5.....	16	36	Higham.
6.....	19	50	Higham.
7.....	22	23	Prince.
8.....	26	55	Higham.
9.....	30	24	Higham.
10.....	33	36	Prince.

At the conclusion of the race Higham said he had done his best, and could do no more. He did not think that he would ever challenge Prince again. After the crowd had applauded the champion to their hearts' content he was allowed to go to his quarters. He said that he had worked hard and had won; that was all.

LIST of races at meet of the L. O. W. at Columbus, Ohio, 3 September.

Slow race, 100 yards — Prize, silver medal.

One half-mile — First prize, pair nickelled ball pedals; second prize, gold L. A. W. badge.

Obstacle race, two-fifths-mile — First prize, cyclometer; second prize, Kirkpatrick saddle.

Five-miles — First prize, gold medal; second prize, timer.

Championship one-mile — First prize, gold medal; second prize, nickelled ball pedals.

Consolation race, one-mile — For defeated contestants in other races. Citizens' prize. Prize, King of the Road lamp.

A Keats best bugle, suitably engraved, will be given to the club having the largest attendance. There will be a banner given to the best drilled club. Each club to have eight men on the floor in drill squad. Time of drilling limited to ten minutes. Captain commanding to be in the saddle. A gold badge will be given to the best fancy rider. List of movements will be sent on application. Time of riding limited to ten minutes. The competitive club drilling and fancy riding contest will take place in City Hall, Tuesday evening, 4 September.

THE route of the tricycle road race on Monday has been changed, and will be as follows: Instead of following Washington and Warren streets to Harrison avenue, the riders will turn down Bowdoin street, following line of horse cars to Hancock street, to Upham's Corner, Boston street to Cottage, left to Norfolk avenue, and continuation to Harrison avenue, thence by published route to the club house, Union Park.

IN the races at Rochester, N. Y., 9 July, Fraser, winner of the two-mile race, made his first mile in 3.07, and the whole distance in 6.28. He rode an American Star.

THE Springfield Bicycle Club road race from Springfield to Holyoke, Friday evening, was a spirited affair and much enjoyed by the crowd of people who witnessed the finish at the Paper City. There were five contestants, and the winner was Edward Elwell, who reached the Holyoke House, nine miles, in forty minutes, and received the Winans medal. The second man was Charles Fisk, who was thirty-five seconds behind Elwell. The leather medal was won by George D. Taylor. About forty members of the club followed them, also a number of teams, but the teams gave out, not completing the distance.

EXOTIC MEMS.

THE English wheel press is urging the manufacturers to send exhibits to Springfield.

THOMAS R. MARRIOTT was winner in

the twenty-four-hour tricycle road race, and covered 218½ miles, thus beating the best on record. He rode a 42-inch Humber geared up to 54-inch, and weighing fifty-nine pounds. Vesey gained second place, 205¼; Gossett, third, 201¼; Nixon, fourth, 201¼.

LILES won the one-mile tricycle championship, 7 July, defeating Lowndes.

THERE has been a very successful meet at Munich. Nearly all the important wheel clubs of Germany were represented.

A REUNION of 'cyclists was recently held at Zurich.

M. DE CIVRY has abandoned his Royal Mail machine, and provided himself with one of the make of Clement & Co., of Paris.

THE McDonnell Cyclometer has found its way across the water, and is sold in England by Hillman, Herbert & Cooper.

WHEEL CLUB DOINGS

NEWPORT (R. I.) BI. CLUB. — Organized 16 July. President: W. S. Langley; captain, C. S. Plummer; lieutenant, Edward Buffum; secretary and treasurer, B. F. Thurston.

MAUCH CHUNK (PENN.) BI. CLUB. — Organized 6 July: President, James Kalbfus; vice-president, Harry A. Butler; secretary, Oliver O. Jarrard; treasurer, I. G. Ross.

UNDER date 15 July, "L. A. W. 2490" writes: Last Friday the Hermes Bicycle Club, of Chicago, disbanded for the summer months. We will get together again the last Friday in September. We have twenty members now all belonging to the L. A. W., and we are in a flourishing condition. Four of the members leave next year to complete their education in the East. Three go to Yale, one of them a racer, who will "tackle" Hamilton, and one goes to the Boston Tech. The boys are at present scattered all around, away on their summer vacations. Two are taking a tour in Europe, and we hope they will join the Harrogate Meet. The members that remain are thinking of taking a tour to Geneva Lake, about eighty-five miles distant, and spending a week there, where fine fishing, boating, bathing, etc., are to be had. A run was taken to East Park yesterday by several of the club. A road is being made to Pullman, about seventeen miles distant, and some fine rides to that place are being formed for next year. Formerly the road was bad for about five miles, but it will be very fine now and splendid for road racing.

THE most enjoyable moonlight run of the season was indulged in last Friday evening by the Massachusetts Club. It was called as a mixed run, bicycles and tricycles being invited. Four of the number, Messrs. Parsons, Williams, E. W. Pope, and Joy, rode tricycles, which, with their two lanterns apiece, made a brilliant showing. The tricycles ridden were the National, Columbia, and Coventry. The start was at 6.15 p. m., and supper was had at the Hotel Huntington, Newton, at 7.15. After supper, cigars were enjoyed on the piazza, and subsequently, at the request of the guests of the house, a good "sing" was held in the parlor by the club. The closing song, "Good Night, Ladies," seemed to be appreciated, as after the last verse, "one kiss, ladies," was finished, the fair sex on the piazza sent in word asking if they "meant it." Wheels were again mounted and an extended run was indulged in, lasting until 11.30 o'clock.

THE Lowell Bicycle Club will hold a hill-climbing contest 1 August; the winner to be club champion, and

to have his choice of prizes offered by Fred. A. Fielding.

CYCLISTS' TOURING CLUB

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly *international*, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE. Important.—During the absence of the U. S. chief consul to attend the seventh annual C. T. C. Meet at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Massachusetts State consul C. T. C., 258 Washington street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address on receipt of a stamped and addressed envelope.

MEMBERS wishing to communicate with the chief consul direct can address him until 24 August next, as follows: Frank W. Weston, C. C. T. C., care of Bayliss, Thomas & Co., Coventry, England.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of 'cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of 'cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of *THE BICYCLING WORLD* of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for 'cycling purposes yet devised. Lady members can now obtain the cloth for 'cycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for *thirty cents* to E. R. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

APPLICATIONS FOR MEMBERSHIP.—D. H. Bowers, 75 Second street, Newburgh, N. Y.; L. W. Y. McCroskey, 43 Third street, Newburgh, N. Y.; R. King, 248 Montgomery street, Newburgh, N. Y.; R. Ketcham, Cornwall-on-Hudson, N. Y.; A. N. Chambers, 189 Liberty street, Newburgh, N. Y.; J. A. Joslin, 73 Water street, Newburgh, N. Y.; V. M. Halde-man, Marietta, Pa.; E. E. Lindermuth, Marietta, Pa.; E. L. Hendee, 26 College street, New Haven, Conn.; J. Kennedy, 188 Franklin street, New Haven, Conn.; E. B. Kimberly, 99 Portsea street, New Haven, Conn.; Mrs. S. E. W. Powell, 218 South 10th street, Philadelphia, Pa.; M. W. Couser, Cornwall-on-Hudson, N. Y.; W. W. Stall, 509 Tremont street, Boston, Mass.; Dr. J. W. Jewett, Court street, New Haven, Conn.

APPOINTMENTS.—Consul for Manchester, N. H., Charles H. Wilkins, 859 Elm street; consul for Fisherville, N. H., Chas. H. Sanders, Main street.

FIXTURES

Sunday, 29 July:

Laramie Bicycle Club, to Elk Mountain and Rattlesnake Pass.
Boston Club, 3:30, to Cobb's.

Monday, 30 July:

Boston Bicycle Club, tricycle road race from Cobb's to club house, eighteen miles.

Wednesday, 1 August:

Hill-climbing by Lowell Club.

Thursday, 2 August:

Bicycle races at Cottage City, Mass., 4 P. M.

Wednesday, 15 August:

Marshall (Mich.) Bicycle Club tournament.

Thursday, 16 August:

Marshall (Mich.) Bicycle Club tournament, second day.

Monday, 20 August:

Laramie Bicycle Club, to exposition at Denver, Colorado.

Saturday, 1 September:

Laramie Bicycle Club, to Virginia Dale and Diamond Peak.

Monday, 3 September:

Columbus, Ohio, tournament of the L. O. W.

Tuesday, 4 September:

Manchester, N. H., New England Agricultural Society parade and races.

Second day L. O. W. Meet.

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Thursday, 20 September:

Third day of Springfield Club tournament.

Wednesday, 3 October:

Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A full-nickelled 56-inch British Challenge, ball bearings to both wheels, and Æolus ball pedals; this wheel has only been run a few miles, and is as good as new, but too small for owner; price, \$130. Address, CHAS. H. HALL, Binghamton, N. Y.

FOR SALE.—A 60-inch Harvard, full-nickelled, in good condition, balls to both wheels. Yale handles, H. H. & C. spring, detachable step; run one season; reason for selling, too large for owner; cost \$160; will take \$125, a bargain. Address, A. H. CHAMBERLAIN, Rahway, N. J., Box 126.

FOR SALE.—A 54-inch English bicycle, new last season and little used, in perfect condition and easy running, full-nickelled, ball bearings, hollow fork, etc. Address, H. R. B., 74 Bedford street, Boston, Mass.

FOR SALE.—A 56-inch British Challenge, ball pedals, dropped handle-bar, rubber handles, long-distance saddle, adjustable step, standard finish; run 175 miles, practically as good as new; cost \$152, will sell for \$135. Address, W. H. CUTTER, Harrison square, Boston, Mass.

FOR SALE.—A 54-inch Harvard; in good condition; ball bearings; 30-inch handle-bar, \$100. Apply to J. S. DEAN, this office.

TRICYCLE FOR SALE.—Coventry Rotary, No. 2, balls to pedals, new in May, and in good order, \$135. J. P., Lock Box 22, Andover, Mass. Can be seen at 509 Tremont Street, Stall & Burt's.

FOR SALE.—A 54-inch Sanspareil, light roadster, new 4 July, 1883, cost \$149, too large for owner, enamel finish, ball bearings, cradle-spring. Make an offer to A. H. SCATTERGOOD, 30 North Pearl street, Albany, N. Y.

SECOND-HAND BICYCLES FOR SALE.

48-inch Royal Challenge; 50-inch English; 52-inch Harvard and Sanspareil; 54-inch Premier and Sanspareil; 56-inch Harvard; 58-inch Harvard.

Second-hand Tricycles, from \$50 upwards.

Excelsior, Premier, and Coventry Rotaries, all grades and prices.

Address, with 3-cent stamp for reply,

STALL & BURT, 509 Tremont St., Boston.

THE PERFECTION BICYCLE ALARM.



Descriptive Circular on application.

MANUFACTURED BY

THE BROOKLYN BICYCLE CO. (Limited),

161 & 162 Clymer St., Brooklyn, N. Y.

B. SCHULENKORF & SON, Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street,

BOSTON.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11x14, about 900 faces.

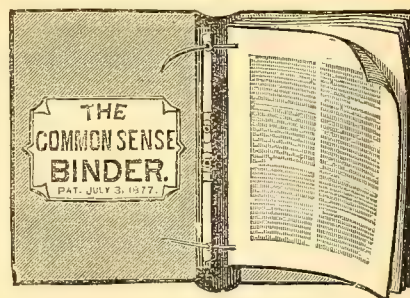
Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,

NEW YORK.



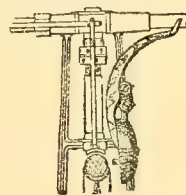
Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

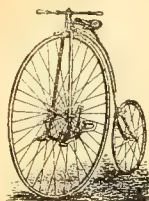
With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. ~~83~~ If you want a Tricycle send for information, also. ~~83~~

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.

Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

THE AMERICAN STAR BICYCLE. A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

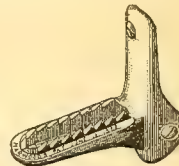
Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

HARWOOD'S SAFETY STEP



N° 4.

Is made in four styles, to fit any machine without drilling new holes in backbone. The bevelled teeth prevent tearing the clothing, and secure firm foot-hold in mounting. The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut represents the new style of No. 4 Step adopted by Stoddard, Lovering & Co. on the British Challenge. Price: Crocus-polished, 75c.; Nickelled, 75c. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 1252,

WORCESTER - - - MASS.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

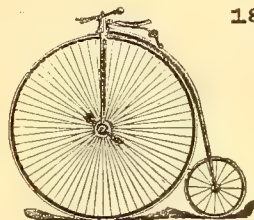
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

BEFORE YOU BUY A BICYCLE



Of any kind, send stamp to
GUMP BROS.
DAYTON, OHIO,

For large Illustrated Price List of
New and Second-Hand Machines.
Second-hand Bicycles wanted.

WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmy's Bicyclists' Indispensable.....	\$0.55
" Tricyclists' ".....	.65
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, Illustrated .....	.10
A, B, C of Bicycling .....	.12
Lyra Bicyclia, Poetry.....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicycler, 1879 .....	.35
"Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets..	.50
Common-Sense Binders for WORLD	1.00



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

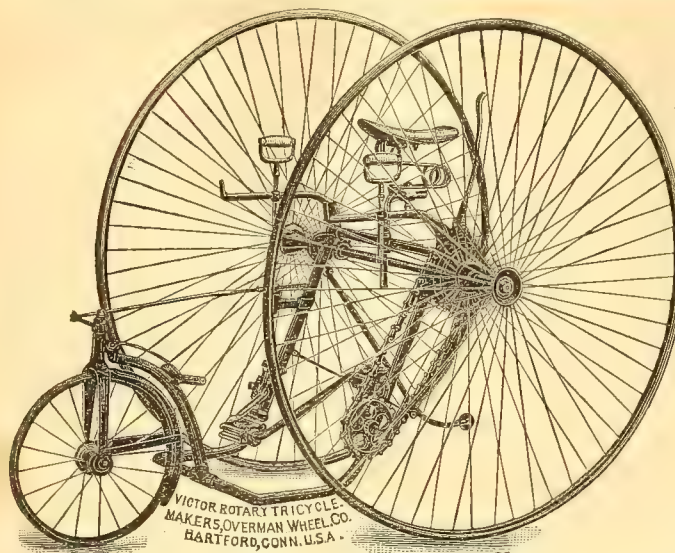
PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Eolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat or Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover or Hat**; cover his ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles. The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 3 AUGUST, 1883.

Volume VII.
Number 13.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

NOW READY FOR DELIVERY. Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,
66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{8}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26 inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Boston, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

The Coventry Machinists' Company,

(LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

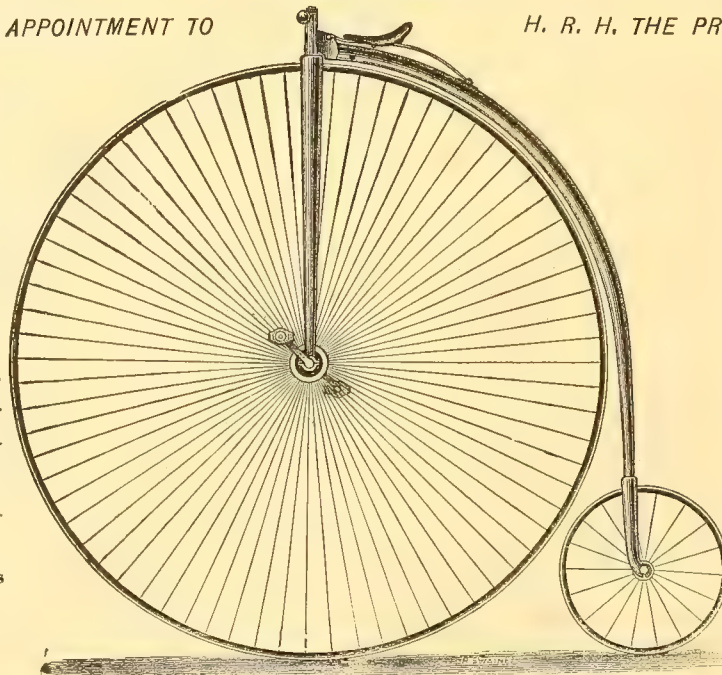
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle
TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

Published every Friday

—BY—

H. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-
paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St.,
London. Subscriptions received at 10s. per annum,
postage prepaid. Advertisements received and sample
copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E. St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday
morning, and addressed to Editor BICYCLING WORLD,
8 Pemberton Square, Boston, Mass.

BOSTON, 3 AUGUST, 1883.

CONTENTS

Editorial: Saddles; Notes	149
The Canada Tour	150
Currente Calamo	151
The Facile Road Race	151
Corey Hill Again Mounted	153
Brockton Fair	153
'Cycling Institutions	153
Racing News	153
Wheel Club Doings	155
C. T. C.	157
Notes, Queries, Etc.	157
Fixtures	157

SADDLES

THERE is hardly a thing in relation to bicycling, but that we have to import from England if we want the best. This has been especially true of saddles, and we have rarely seen an American saddle that could be called first class. We must except from these remarks such special productions as Burley's and other peculiar saddles, and have in mind more especially the "Long Distance" which has met with such favor. All the home-made saddles of this class that we have seen have been made out of too

thin leather, and the plate was invariably too flat and not strong enough. The result has been that after a few rides the leather settled down, the plate flattened out and the value of the suspension principle was lost. Another fault has been the broadness of the neck, which was very sure to chafe the inside of the rider's legs. We have seen, however, a suspension saddle made by the Overman Wheel Company, which, so far as we are able to judge, will meet all the requirements of a first-class saddle of this type. The leather is the thickest we have ever seen on any saddle, the plate is considerably curved, so that there is a good space between it and the leather, the ribs of the plate are quite deep to give strength, and the neck is very narrow. In addition to all this the price will be somewhat less than the imported saddles. There have always been complaints made, and justly too, that the whole tendency of the trade was to charge "fancy" prices for all 'cycling accessories. The day is not far distant, however, when there will be an improvement in this respect. All we need is competition and a sufficient demand to encourage home manufacture to produce wheeling goods, and place them on the market at fair rates. We shall have one of these saddles in a few days, and will give it a thorough test.

THE rain of last Saturday was much needed in this vicinity, as the roads were fast becoming fearfully cut up, and riding was anything but agreeable on account of the dust. Having a ride which it was quite necessary to take, we thought it a good opportunity to test the 'cyclists waterproofs which have been advertised in this paper. So we dropped into Stall & Burt's and donned a suit gossamer, we mounted our machine and rode four or five miles in the rain, with great comfort and pleasure. Every wheelman who does not confine his riding to within sight of his home, but spins off into the country, or indulges in the pleasures of touring should see that his 'cyclist "kit" contains one of these suits. The cases which contain them are to be somewhat altered and improved, so that they can be easily fastened to the handle bar or held in a Lamson carrier. One of these suits will afford absolute protection from "the hopelessly unprotected situation of a rider on the

wheel when caught in a rain storm, perhaps miles from any shelter."

THE League has a great opportunity to be of some real benefit in the erection of sign boards. Touring the other day along the North Shore we found many of the existing ones in poor condition, and at some of the cross roads nothing to indicate which was the best. When the Boston Club lays out the course for its hundred-mile road race the Massachusetts Division cannot do better than erect its boards along the route. This chance to secure accurate measurements should not be lost. We should be pleased to lend our aid to so worthy an object, and would even consent to act as a carrier of some boards or even a pot of paint.

WE received a few days since a personal letter from one of the most active promoters of the Canadian tour of the Chicago Club, in which he says that in his opinion the tour has advanced bicycling on the route several years. We have no doubt of it, and wish such trips were of more common occurrence. It is a misfortune that the average roads in this country are not better, but trips of this kind will develop many routes that we know nothing of.

As might be expected, the appearance of sixty-seven tricyclers facing the starter in the recent road race of the London Tricycle Club, caused something of a commotion. It is feared that the frequent repetition of such contests may result in the passage of restrictive laws. The 'Cyclist seems to think it time to "draw the line somewhere, and as much as possible the frequency and extent of these rides." The *Tricycling Journal*, on the other hand, takes ground that the men are soon separated, and that on these long rides the pace is never over twelve miles an hour. It would be a long time before we will have to meet any question of this kind here, so, perhaps, it is well not to worry about the policy of road races. It will be well, however, for clubs intending to promote contests of this kind to use every precaution to prevent an infringement of the rights of the public.

WE have in type a letter from "Geesee," "Chicago Notes" and much more of the Canadian Tour.

The Canada Tour.

I.

2 July found the following wheelmen at the Michigan Exchange Hotel, Detroit, ready to start on the tour: Dr. C. P. Pruyn, Capt. E. F. Brown, S. H. Vowell, B. B. Ayres, E. Mehring, I. W. Johnson, D. M. Stevens, C. F. Smith, Sam. Danziger, H. F. Fuller, and J. V. Calkins, of the Chicago Bicycle Club, and A. S. Hibbard, Milwaukee; L. H. Bates, C. H. Smith, C. D. Standish, F. J. Curtis, J. C. McCaul, Geo. K. Geo. K. Root, Edmund Daniel, and H. J. Luce, of Detroit; W. C. Marvin, Ovid; G. W. Lee, Buffalo; B. P. Davenport, Saline; B. E. Melvin, J. S. Willson and H. S. Balcom, of Winona, Minn.; F. Buhl, and G. F. P. Bryant, of Danville, Ill.; C. F. Vail, Peoria, Ill.; T. J. Richardson, Minneapolis, Minn.; F. C. Bissell, Neenah, Wis.; E. F. Tolman, Worcester, Mass.; Sam. Holloway, J. F. Adams, and C. H. Jenkins, of Louisville, Ky.; Charles A. Hanna, of Cadiz, Ohio; A. B. Reid, of Clarion, Pa.; A. G. Bennett, Chicago; H. H. Clark, Lake Forest, Ill.; Archie Brown, Chicago.

All baggage was strapped to machines with a luggage-carrier, and, followed by the ambulance, the procession moved from the hotel up the street to the photographer's, thence to the ferry, and over to Windsor. Here machines were counted by customs officials, and entered on a bond ready prepared, machines being identified by numbers thereon. This bond guaranteed return to the United States of all machines, within three weeks under penalty of thirty-five per cent duty thereon. This done, all baggage was unlimbered into the ambulance, together with coats and everything portable, and under a bright, cloudless sky, with cooling breeze blowing at the back, the party moved out of Windsor and into the green fields of the country over a smooth road, everything auguring success. The trip to Leamington was made at the rate of nine miles an hour, and tested the endurance of the tourists. This stretch of thirty miles lies over a beautiful, level country, with faultless roads, but the steady pace kept up reacted upon the wheelmen, producing quite a tired party at dinner time. A fine repast at Leamington, however, reinvigorated the party wonderfully, and together with the long resting spell, and the afternoon's spin of forty miles to Blenheim was entered upon confidently. The road from Leamington to Blenheim is simply superb, running along the shore of Lake Erie through delightful old woods, over streams and through a rich farming region. The wheel rolls over the white gravel road-bed like asphalt, and the day's journey was completed in the evening with astonishing ease, the sev-



enty-two miles from Detroit hardly wearying the tourists. Of course there were a few who used the ambulance, but they did not number more than half a dozen. Excellent accommodations were provided at the Webster House, in Blenheim, and although having seventy-two miles wheeling to their credit, the party indulged in considerable fun before retiring. A relay of horses was had at Leamington, thus making a thirty-mile pull for one team, and a forty-mile pull for the other, arriving about three hours behind the party. There was considerable saddle-soreness among the tourists this first night, more so, in fact, than at any other period in the tour, and the surgeon in charge had his hands full.

Despite the late hour of retiring, the entire party were up early the next morning in very high spirits, ready for the start. A fine breakfast raised the spirit-thermometer still higher, aided by a favoring breeze, cool weather, and the delightfully smooth and level road. Gardner's Band, of Palmyra, consisting of the father and seven stalwart sons, escorted the party twelve miles, enlivening the journey with excellent music. Upon arrival at Mr. Gardner's house, situated delightfully on a sunny slope leading down into Lake Erie, covered with the grand old beech and maple trees for which all Canada is famous, the tourists were entertained at his house most hospitably. Dinner was taken at Clearville, a collection of two houses located on a ravine. The party here ate up everything in the town, and after nearly two hours' rest, started on the home stretch. This home stretch proved a sorry one, for it amounted to a walk for the rest of the afternoon. To borrow an old joke, the people here had so much land they were compelled to stack it, the road leading over the highest peaks and down into the deepest valleys. This might have been bearable, had not the road turned itself

upsidedown, showing the roughest side out, and was scarcely fit to walk upon. The people were repairing the road, and used ploughs to turn it up. Next year, perhaps this will be all right. However, the tourists managed to get over the fifteen miles of walking in good humor, assisted by numerous supplies of milk and other refreshments from the generous farmers *en route*, and, forming in fine style at the outskirts of Wallace-town, whose streets in the distance could be seen full of people waiting for the procession, the grand entrance was made as if the finest boulevards had been wheeled over during the day. The afternoon's walk did not seriously interfere with the evening's jollity, and assurances of fine wheeling for the rest of the trip, wrought a pardon for the hard road experienced. The experiences of the past two days, on the whole, raised the hopes of the party, for having accomplished the first seventy-two miles so easily, and the succeeding forty miles with equal ease, barring the fifteen miles walk, with a few short rides alternating, convinced all that they were equal to the task before them of spanning Canada on a bicycle, and that the long tour, instead of being a hard pull and a test of endurance, was really more in the light of a pleasant stroll, full of the rarest incidents and diversion. The ambulance made the distance with the same team, in good time. Evidences of dissolution on the part of wheels new became apparent. Many handle-bars were bent and broken. Pedal-pins also broke, and back-bones spread and twisted in the ruts. One machine broke its neck climbing a hill, and two buckled. Light repairs were readily supplied by the ambulance, and several seriously injured wheels were sent on to London in a fast rig, where excellent repairs were made, the owners of the wheels borrowing others to complete the journey to London. Other machines be-

gan to get quite shaky, but this was owing to the unfit condition they were in at the start. It was surprising to see the display of decrepid bicycles that were designed to perform the four hundred miles tour, over unknown roads and stand unknown abuses and strains. Tires were loose, handles loose or split, back wheels with loose spokes, bearings to front wheel broken, saddles rickety, springs out of order, axles bent, and other evidences of ill-repair were noticed at Detroit, and the owners thereof commiserated for the unfortunate time in store for them. It is needless to say these wheelmen will never start out again so illy-prepared for a tour. One young gentleman, a fine rider, was compelled to take the ambulance through the entire country on this account. The Ontario House, at Wallacetown, and the hotel opposite, furnished ample accommodations for the tourists, who retired moderately early.

The Fourth of July was duly celebrated in Wallacetown the next morning, at an early hour, by the tourists, who made it a point to be extremely patriotic for a short time. The response, however, was not so encouraging, until a corner-groceryman took sympathy on the Yankees and set off a few bunches of fire-crackers to make it seem like the "glorious." The glee club now commenced to get in its work, and a great musical talent was discovered, furnishing jolly entertainment for the rest of the tour. The start was made early, and the most eventful day of the tour opened up. The road was excellent, and every one was in fine trim for the work, having now spent two days on the road, with a thousand varied experiences. Toward noon the weather grew oppressively hot, and although the road was excellent the occasional hills tired the party considerably. Mr. Perry Doolittle, the Canadian convoy, joined the party at Wallacetown, and carrying a pocket camera slung over his shoulder, with the tripod folded along the handle-bar, took many interesting views. It might be well to remark the unceasing hospitality of the people on the road. The arrival of the tourists was expected by the way, and from Leamington to St. Thomas the fence corners and villages were filled with an interesting gathering of farmers and people generally, who enthusiastically cheered on the wheelmen. Refreshments were offered freely and abundantly, and nothing was spared to make the onward progress a sort of modest ovation.

[To be continued.]

CURRENT CALAMO

EXTRACT of beef, with soda and milk, is extensively used by wheelmen in England when on a long run or during a hard race, and, from all accounts, they find it very nourishing.

MR. C. F. Haven, of the Boston Ramblers' Club, while speeding around

Chestnut Hill reservoir, one evening last week, received a severe fall, which will prevent him from riding again for some time.

VICE-PRESIDENT MILLER has been showing his marine bicycle to the people of Columbus, Ohio, and it has proved quite an attraction on the river.

BARE legs will be frowned at by the Springfield Club at the tournament. Racing men are requested to wear tights.

THE expenses of wheelmen who go to Springfield, for tent, board, etc., will be from \$2.00 to \$2.25 per day. The hotels will be crowded, and those who intend to go to the meet should secure quarters early.

THE Boston and Albany Railroad refuses to take tricycles in the baggage cars.

W. V. GILMAN, Esq., of Nashua, N. H., has presented his marine bicycle to the Springfield Club.

THE London Tricycle Club offers a bronze medal to all English riders who tricycle one hundred miles in twenty-four hours.

AN accident occurred to Frank A. Brown, of Baltimore, last Saturday, caused by the fright of his horse at the sight of a bicycle. Mr. Brown and a lady companion were thrown from the carriage. The lady escaped injury. Mr. Brown, though badly hurt, is now doing well.

A FLOATING tricycle is the latest. One Terry has started from Dover across the channel for France on one.

THE Boston Club will hold a hill-climbing contest during the last week in August.

E. H. CORSON, the Mt. Washington coaster, has been plowing his Star through the sandy roads around Rochester, N. H., and on 23 July, rode twenty-three and one-half miles in 2h. 7m., the first twelve and one tenth miles was covered in 1h. 7m.

LIEUT. McLAUGHLIN, of the San Francisco Club, came to grief on 16 July, while attempting to ride down a steep hill on a bicycle without a brake.

THE *Wheelman* for August is out, and is a very good number.

THIS month's *Wheelmen's Gazette* is replete with facts about the coming tournament in Springfield.

THE bicycle has reached China, and is astonishing the natives. A letter from Pekin says the inhabitants "stare at it in great wonder. When I dismount I have a crowd round me in a minute, which soon increases to a hundred if I stay." The Celestials exhibit their wonderment by raising "a great shout" as the rider glides swiftly away, and some try to keep up with what they term a "Tye sing Chch," which means a self-going cart, but are soon glad to give up the contest.

"What astonishes them is that the bicycle goes quicker than a horse," and many have been the inquiries by curious Chinamen whether it contains a spring to make it go!

MRS. FRANK E. YATES, of Chicago, has joined the army of lady tricyclists. Mounting a tricycle for the first time a few days ago she rode for a distance of twenty-four miles along the boulevards, and now every afternoon, clad in a neat dark green skirt and close-fitting jacket, she may be seen gliding gracefully along the boulevards or through the parks, the observed of all observers. The ladies are particularly interested in watching her, and on every hand indulgent papas and fond husbands are being teased to buy tricycles. It is understood that a ladies' tricycle club will be formed at an early day in Chicago, and then the gentlemen will no longer be monopolists in the use of the wheel and the boulevards.

The Facile Road Race.

SOME notes on the recent twenty-four-hour road race for Facile bicycles, from midnight to midnight, 23-24 June, may be of interest. Thirty-five riders started, against twenty-six in 1882; twenty-eight got up to one hundred miles, against twenty in 1882. Of these twenty-eight, twelve were in the 1882 race, and their comparative performance was thus:—

	1882			1883		
	Size wheel.	Time in.	Distance.	Size wheel.	Time in.	Distance.
Brown.....	44	20.7	150	44	24.0	217½
Vesey.....	44	19.0	171	42	22.35	206½
Salsbury.....	36	23.0	150	38	22.35	170½
Hart.....	42	20.40	150	40	22.29	176½
Bond.....	42	20.40	150	42	22.54	176½
Reynolds.....	42	20.31	165	42	22.54	176½
Cheel.....	42	20.7	150	40	21.19	158½
Gallop.....	42	21.4	150	42	22.0	158½
Woodman.....	36	21.37	150	40	22.15	158½
A. J. Brown.....	42	23.16	150	44	23.5	150½
Boothroyd.....	40	21.2	150	42	18.8	131½
Lee.....	42	20.44	150	42	19.56	131½
Total.....		251.57	1,836		265.2	2,018½

This is an average of 7.3 miles an hour in 1882, and 7.7 miles in 1883, for the twelve. One other participant in each race fell just short of one hundred miles, but on each occasion he

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 54-inch Sanspareil, light roadster, new 4 July, 1883, cost \$149, too large for owner, enamel finish, ball bearings, cradle-spring. Make an offer to A. H. SCATTERGOOD, 30 North Pearl street, Albany, N. Y.

FOR SALE.—A 54-inch Harvard; in good condition; ball bearings; 30-inch handle-bar, \$100. Apply to J. S. DEAN, this office.

FOR SALE.—Victor Rotary tricycle, with L. & B. tricycle saddle, with back rest and Victor bell, used but short time, as good as new, a bargain. H. C. DOUGLAS, Box 3505, N. Y.

FOR SALE.—One 44-inch Cheylmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

FOR SALE.—One 54½-inch nickelled Star bicycle, new about six weeks ago and in perfect order; price, \$60 cash. M. D. GILLET, Springfield, Mass.

FOR SALE.—A 53-inch D. H. F. Premier, balls to both wheels; finish, all bright, with gilded rims; weight, about 46 pounds; good order. RICHARDS & SAVENE, Toledo, Ohio.

FOR SALE.—A 54-inch Yale Roadster, nickelled, with cradle-spring, Burley saddle, and all improvements, ridden a few miles only, and guaranteed good as new, cost \$148.50, will sell for \$120 cash; owner wants an 'Xtraordinary. Address, F. C. HAND, Scranton, Pa.

KINGS COUNTY Wheelman's Race Meeting,

SEPTEMBER 1, 1883.

\$250.00 IN PRIZES.

FOUR EVENTS.

Half Mile Dash Scratch. One Mile Scratch. Two Mile Handicap. Twenty-five Mile Scratch to beat Record 1 h. 43 m. $\frac{1}{2}$ sec.

Entrance Fee ONE DOLLAR for Twenty-five Mile, and 50 cents for other events,

May be sent to **E. K. AUSTIN**, P. O. Box 2414, NEW YORK CITY. CLOSING AUGUST 29.

Above races will be held on grounds of Williamsburgh Athletic Club, Wythe Ave., Penn and Rutledge Sts., Brooklyn, E. D., and called promptly at 3:30 P. M. Grounds may be reached from New York *via* Grand or Roosevelt St. Ferries and Franklin Ave. Cars.

Leaguers, Attention!

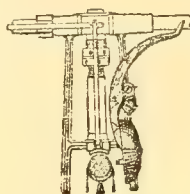
The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,
64 & 66 White Street,
NEW YORK.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

B. SCHULENKORF & SON, Merchant Tailors.

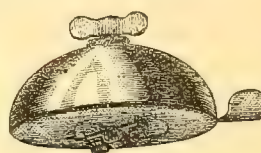
CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street, BOSTON.

THE PERFECTION BICYCLE ALARM.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE BROOKLYN BICYCLE CO. (Limited),

161 & 163 Clymer St., Brooklyn, N. Y.

ALL THE WINNERS IN THE

Boston Club Tricycle 18 Mile Road Race

MONDAY, JULY 30, 1883,

— RODE THE —



VICTOR ROTARY TRICYCLE



Making the following remarkable times:

W. W. Stall, 1 h. 27 m. 45 sec.

W. H. Edmands, 1 h. 31 m. 30 sec.

J. S. Dean, 1 h. 35 m. 25 sec.

F. Morris, 1 h. 37 m. 20 sec.

BEST BICYCLE TIME OVER THE SAME COURSE, 1 h. 29 m. 43 sec.

This is incontestible proof that the Victor Rotary Tricycle is both Staunch and Speedy. The Machines stood the severe test put upon them, and required no repairs nor adjustment at the finish.

OVERMAN WHEEL COMPANY

- -

HARTFORD, CONN.

stayed in only half the time. One man, Salsbury, who rode a 36-inch last year, went two inches higher this time, was in the race a shorter time, but increased his run one sixth. Nine others increased both time and run. Of the two last, who decreased both time and distance, and thus brought down the average of the twelve, Boothroyd, although an old rider of the Facile, is interested in the machine and did not run to win, but only went along until satisfied with the workings of the race. In 1882, the twenty highest contestants (embracing all who got up to one hundred miles) went 2,202½ miles in the aggregate; this year, the twenty highest did 2,491 miles, and below them were two who did one hundred and fifty each, one who did one hundred and forty-one and one fourth, and five who did one hundred and thirty-one and one fourth.

The three first in last year's race did not enter in this year's, but the performance of the respective first three thus compares:—

1882			1883		
Snook.....42	24.0	214½	Adams.....44	24.0	221½
Sutton.....42	23.40	198	Brown.....44	24.0	217½
Cole.....44	23.50	189	Vesey.....42	22.35	206½
Total.....71.30			80.35		

Woodman, who broke a treadle pin last year, and drove nine miles with one leg, but did one hundred and fifty miles in twenty-one and a half hours, on a 36-inch, rode the same size as before.

It must be noted that these races were "go as you please," fast or slow, rest or keep on, every contestant being at liberty to suit himself from midnight to midnight. The time given in the time column is, therefore, only the time each rider remained in the race, *not* the riding time. The first two only—and in 1882 the first one—were still at it when the clock struck, and there seems to have been no concerted arrangement for recording the actual stops of each contestant, this being subordinate to the distance got over. Of course nobody rode the entire twenty-four hours, however. I find several stops of from eight to seventy minutes mentioned, in case of the three first, besides several the length of which is not stated; and, as nearly as I can make out, Adams's actual riding time was about twenty-two and one fourth hours, and I think that of Brown and Vesey not far from the same. This would make Adams's average speed a trifle under ten miles an hour; last year, Snook averaged ten and a half.

After the race, inquiry was made about Adams, who seems to have been unknown to everybody; all that could be found was that he is occupied until 9 P. M. at his regular employment (leaving him scanty time for riding) and that the machine he used was a second-hand one *without* ball bearings which he had picked up somewhere, and on which he had learned to ride.

I expected to see Snook's record, unprecedented as it was, beaten by a little more than six and three fourths miles; in fact, I had set two hundred and twenty-

five as the figure. Last year's race was westward from London to Bath; this year's was northwesterly, to Birmingham *via* Coventry. I am not able to pronounce any opinion upon the comparative quality of these roads, but it seems to me the race was handicapped this year, as against 1882, by the great heat of the season, 23 June against 30 September, and I notice that several contestants suffered, even severely, from the sun. If the practical capabilities of smaller wheels, as used in the Facile, and the fallacy of the notion that the bigger the wheel the better the ride, had not been demonstrated before, I suppose two hundred and twenty-one and a fourth miles in about twenty-two hours might be enough.

It is interesting to see how exploits once reckoned wonderful, or even impossible, are quietly accepted as everyday matters of course as soon as they are done. To set out on a road and propel oneself even one hundred miles within twenty-four hours, would have been reckoned, eight years ago, a newspaper lie, and few people stop to reflect, now, how much that is, or how great must be the practical serviceability of the "toy" which enables us thus to multiply and make multi-potent these legs of ours, upon which, unassisted, the civilized man could run in competition with very few quadrupeds. Then it was one hundred and fifty miles, and so it went on by degrees. Last year, nobody imagined that such a ridiculously made machine as the Facile (fit only for small boys and crooked old men, you know) could get up to one hundred and eighty miles. It went to two hundred and fourteen and a half, and great was the wonderment; now it goes to two hundred and twenty-one and one fourth, and the further overthrow of poor old "Record," scarcely excites any attention.

JULIUS WILCOX.

15 PARK PLACE, NEW YORK, 27 July, 1883.

Corey Hill Again Mounted.

ABOUT two weeks ago, Mr. W. W. Stall rode up Corey Hill, in Brookline, on a Victor Rotary tricycle, and numerous riders have since attempted the same feat, though without success. At 6.30 o'clock last Friday evening, however, Mr. H. D. Corey, of the Massachusetts Bicycle Club, in the presence of a dozen spectators, succeeded, after a tremendous struggle, in riding up the hill from the base to summit, accomplishing his task on an Apollo tricycle, with a 48-inch wheel geared to 42-inch. Mr. Corey was quite done up after his feat, and lay down on the grass unable to speak. The machine was very much racked and twisted, and was sent to the repair shop.

Brockton Fair.

THE following note has been addressed to the secretaries of the Brockton, City, and Union bicycle clubs by G. C. Holms,

who has been authorized by the agricultural society officials to have charge of the bicycle tournament at the fair next fall:—

The agricultural society has decided to give a grand bicycle parade and tournament, 3 October, devoting the whole day to the wheels, and they desire the earnest co-operation of every rider in this vicinity to insure the unqualified success of the scheme. If your club will hold a meeting within the coming week and choose three members to act in conjunction with the same number from each of the other clubs as a general committee to take this matter in charge, you will greatly oblige the officers of the society to whom has been intrusted this part of the coming fair. Please notify me as soon as your committee has been chosen, so that a committee meeting can be at once held and the necessary steps taken to make this one of the most successful bicycle exhibitions ever held in the State.

W. W. Stall has written to the directors of the Brockton Agricultural Society saying that if they will have a tricycle race some day during the fall exhibition, and will place the matter in his hands, he will guarantee a good race.

'CYCLING INSTITUTIONS.

ESSEX COUNTY WHEELMEN. — At a meeting of the board of officers of the L. E. C. W., held at Danvers, it was decided to hold excursions in August and September, and a race meeting in October. The first excursion will be from Salem to Nahant, 7 August, with a dinner at the Tri-Mountain House, and a sail in the harbor. The second event will be at Marblehead, about 1 September; the third in Haverhill; and the race meeting will probably be held in Lawrence, a cinder path now being in course of construction at the latter place.

STEPHEN TERRY, of Hartford, Conn., has been chosen chief consul of Connecticut, in place of S. A. Marsden, deceased.

RACING NEWS

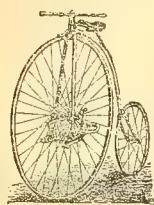
The Tricycle Road Race.

FAST RIDING.

[Specially reported for the BICYCLING WORLD.]

THE tricycle road race, under the auspices of the Boston Bicycle Club, from Cobb's to Boston, was a complete success, and the time made by all the contestants was a surprise. The contestants, with friends, coaches, timers, and judges, came straggling to the place of starting on Sunday, and it was a very jolly crowd that sat down to supper at Cobb's that night. The rain on Saturday rendered the roads in very good condition, though in some places they were quite heavy and rutty. The positions were drawn that night, and resulted in W. H. Edmonds, B. Bi. C., drawing first place; W. B. Everett, B. Bi. C., second; W. W. Stall, B. Bi. C., third; F. Morris, B. Bi. C., fourth; J. S. Dean, B. Bi. C., fifth; C. E. Heath, Chicopee, sixth. On Monday the weather was all that could be desired, with the exception of a stiff, head wind. At four o'clock the men sat down to a hearty breakfast of steak,

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

THE IDEAL BICYCLE,

Manufactured by

R.P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES FROM 38 TO 50 INCHES.

— PRICES —

38 in.	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.

Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

THE AMERICAN STAR BICYCLE. A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

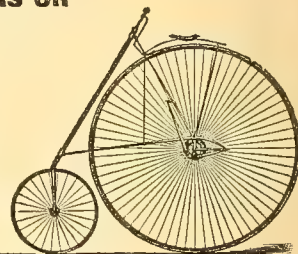
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

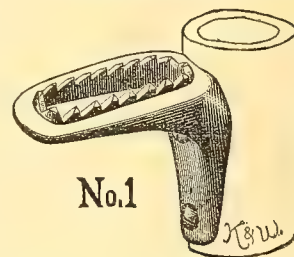
Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

HARWOOD'S SAFETY STEP



Is made in five styles to fit any machine without drilling new holes in backbone.

The Bevelled Teeth prevent tearing the clothing and secures firm foot-hold in mounting.

The Safety Flange prevents cutting the leg

in case of a misstep or fall. The cut No. 1 represents the style specially adapted for the Standard Columbia.

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD.

P. O. Box 1252, Worcester, Mass.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

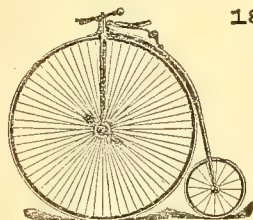
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

eggs, toast, and coffee, though some of the riders did not indulge in the latter, believing it not the best thing to work on. At precisely five o'clock Monday, 30 July, Edmands, neatly clad in dark tights and jersey, faced the starter, and with F. H. Ruggles as pace maker, received the word "go," and, with a well-sustained spurt, was soon out of sight. Three minutes later, Everett, with a light gray jersey and ordinary riding trousers, started on his way, coached by C. H. Wilkins, of Manchester. Then, after the usual interim, the redoubtable Stall was started, followed by Morris, neither having pace makers. The former coasted the first hill, but the others pedalled down. Dean came next, with his lean body encased in C. T. C. breeches, and a tight, blue jersey, with Theo. Rothe as pace maker. He was followed by Heath, who was last. R. M. Diaz started on his bicycle for the black smith's shop to take the half-way time, but breaking his pedal-pin, was unable to reach that point. We were, however, enabled to get the times, at that point, of some of the men.

Stall, 40½ minutes.

Edmands, 40 minutes.

Dean, 43 minutes.

Morris, 44 minutes.

The long hill at Ponkapog, familiarly known as "Sammy Smug's" hill, was ridden by all except Edmands, who tried the effect of walking, but after a hundred yards on foot, remounted and rode the rest of the way without dismount. At Brush hill Heath went off on the wrong road, and lost considerable time by having to retrace his way. On Norfolk street, Everett's knee commenced to trouble him, and one or two of the hills were walked. At the corner of Washington and Norfolk streets he changed his level-gear to Coventry for one of the same make geared down to forty one inches, but found little relief in the low-gear. The times at this point, twelve and one half miles from Cobbs, were

1. Edmands, 1h. 1¼m.

2. Stall, 1h. 2¼m.

3. Everett, 1h. 7¼m.

4. Morris, 1h. 6¼m.

5. Dean, 1h. 6¼m.

6. Heath, 1h. 23½s.

Stall had passed Everett, and Dean had lost what he had gained on Morris, probably on the hard stretch on Mattapan street. From this point in the roads grew worse and were quite heavy. Dean sighted Everett on Norfolk avenue, and on Hunneman street caught and passed him. The men arrived at the club house in good condition, Stall having gone wrong on one of the turns near the finish.

The times and mounts were as follows:—

Stall.....44	Victor Rotary.....	th. 27m. 45s.
Edmands...."	".....	th. 31m. 30s.
Dean....."	".....	th. 35m. 25s.
Morris.....47	".....	th. 37m. 20s.
Everett.....48 and 41	Coventry Rotary.....	th. 46m. 20s.
Heath.....50	Victor Rotary.....	th. 48m. 20s.

Edmands, Dean and Morris each re-

ceived medals, being the three fastest losers to cover the distance inside of two hours.

The officers were: Starter and timer at Cobb's, E. C. Hodges; judge at Cobb's, J. F. F. Brewster; timer at finish, C. W. Fourdrinier; judge, C. L. Clark.

BALTIMORE, 23 July. — One-mile, professional, at Caledonian games, Schnetzen Park: Geo. Shriver, 1; time, 5:38. H. Moran (*alias* Harry Clifford) 2; — Slater (o); Woods (o). H. Moran had this thing "dead to rights," but a bad fall on the first quarter let Shriver gain half a lap, and another later on let Shriver gain two laps, but the judges gave Moran first prize, and Shriver was glad to get away with a whole skin. The other two, Slater and Woods, were offered their "expenses" (*i. e. nil*) by Moran to go in and let him beat them.

W. B. SHATTUC, of Madisonville, Ohio, has donated the use of ground whereon to construct a track for the use of bicyclers from Cincinnati and elsewhere. The boys went to work soliciting subscriptions, and within a week enough money was subscribed to build a track one fifth of a mile long, and they will also soon have money enough to build a club-house. The track, which will comprise six acres of lawn, will be finished by the middle of August, when the inauguration will take place with an appropriate festival, after which invitations will be issued to bicycle and tricycle riders to use the track under the rules of the Madisonville Bicycle Club.

HIGHAM, the English bicyclist, is not satisfied. He desires to race Prince again, and to race anybody else who is willing. The Washington *Post* publishes a card, in which he says: "I have never mentioned to any one that I should never challenge Prince again. These reports have been sent around the country, but I most emphatically deny that they have any foundation. On the contrary, I desire most earnestly to have another race with Prince, as on the morning of the last race I was unwell, and have had medical aid since my arrival in Washington. I never before needed medical assistance as long as I can remember. It is only right that I should say this, not because it looks excusable, or that I was not beaten on my merits, but I say it because I can prove every word I say. Now, if John S. Prince desires, or if he does not desire, I challenge him for another race, distance twenty miles. I also hear he is going to ride long-distance races. If this is so, I will give him one mile start in one hundred miles, for any sum he may wish to name. I also desire to say that I will race any other person in the United States from one mile to six days for any sum that is reasonable. In conclusion, if Mr. Prince is desirous of meeting me for another match, I shall be pleased to meet him at your office or at Mr. Moxley's office and sign articles for the race."

WOODSIDE's friends are claiming for him the best on record for fifty miles, on the ground that the record made by Prince was on a short track. It is claimed by them that the track on which it was made had been changed to accommodate the horses in the Prince-Leroy race which followed. This is not so. The record was made before the track was altered.

PRINCE would like to meet Woodside in a match for from one to fifty miles.

A TWENTY-MILE professional race is soon to come off at Washington, D. C. Prizes amounting to \$500 will be given.

IN the last mile of the Prince-Higham race at Washington, the champion made the following fast time: Last half mile, 1.24; last quarter mile, 35½s. The best professional records for these distances are held in England, as follows: One fourth-mile, Walter Phillips, 41s.; one half-mile, F. Cooper, 1.24½. Prince's performances are not records, having been made with flying starts.

A SERIES of races will be held 1 September, by the Kings County Wheelmen, of Brooklyn, N. Y. The events are noted in our advertising columns. Elegant medals have been made for the races, and especially good ones for the 25-mile race, in which three prizes will be given. First and second prizes in all other events. We hope to see some of our Boston fliers in the list of entries. Entries made to E. R. Austin, Box 2414, New York. Entrance fees, \$1.00 to 25-mile; fifty cents to all others.

THE 'Cyclist Union ten-mile tricycle championship was won by Liles, in 33m. 45s.

The one-mile championship was won by H. W. Gaskell, in 2m. 55½s.

THE race for the ten-mile championship of England was run at Leicester, 7 July. It was a contest for the ten-mile championship medal and \$60 to first, \$25 to second, \$10 to third, and \$5 to fourth, and the competitors were: Fred Wood, of Leicester; R. Howell, of Wolverhampton; F. J. Lees, of Sheffield; and R. James, of Birmingham. George Waller, of Newcastle, the long-distance champion of England, was entered, but missed a train. To complete ten miles 26 laps 284 yards had to be traversed. Wood was winner in 36m. 1½s.

WHEEL CLUB DOINGS

A CLUB was organized at Canton, Pa., 24 July, called the Canton Wheel Club, with nine members. The officers are: Robert Van Sycket, captain, and F. S. Block, secretary and treasurer. The club will have races 8 August, open only to club members.

We made a call on the Hawthorne Club, of Salem, a few days since and found it very pleasantly situated.

ON 25 July the Canton (Ohio) Bicycle Club completed its organization with eleven members: T. W. Jay, president; Walter Deuble, vice-president; C. S. Cock, secretary and treasurer; M. P. Fry, captain; Julius Weber, first lieutenant; Geo. Renzenbrink, bugler.

FOR SALE.—A 50-inch Harvard, nickelled, with lamp and bell, new tires, for only \$85; a 50-inch American Club, nickelled; 52 and 54-inch nickelled Experts; 48, 52, and 54-inch Standards; 56-inch Yale; 50-inch Special; all in excellent order. Send for list of thirty second-hand bicycles and list of new bicycles and tricycles, delivered free of freight charges. GUMP BROS., Dayton, Ohio.

WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmey's Bicyclists' Indispensable.....	\$0.55
" Tricyclists' " .....	.65
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A, B, C of Bicycling .....	.12
Lyra Bicyclia, Poetry .....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicycler, 1879 .....	.35
'Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets. .	.50
Common-Sense Binders for WORLD	1.00



Patented in England and the United States.

BURLEY'S ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easy* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the OVERMAN WHEEL COMPANY, Hartford, Conn.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

Nearly all officers are members of the L. A. W. 'Cycling interests are growing here and getting on a firm footing. Several new wheels are now ordered and we hope soon to have twenty members. Mr. A. V. Schilling, a member of our club, and one of the best riders in the State, leaves for California in two weeks, where he goes to reside. The club will miss his active participation in all 'cycling matters.

ECLIPSE WHEELMEN, St. Louis, Mo., organized 1 July, 1883: Captain, R. E. Gardner; secretary, Thos. Reynolds. Fifteen members. Membership limited to twenty.

The Manchesters and Rockinghams have been fraternizing. The Rockinghams tendered the former club a complimentary supper at York Beach for the evening of 23 July, which, of course, the Manchester Club was pleased to accept, and in response to a call from its captain, six members took a 35-mile run to Portsmouth via Exeter and Hampton and Rye beaches. At York beach, the party numbered nineteen, including Mr. E. H. Corson, of Rochester, who recently rode down Mt. Washington on a bicycle. After the banquet, Monday evening, ex-captain Hazlett presented gold medals to four members of the Rockingham Club who had won them by riding from Portsmouth to Boston and back, (125 miles) in one day. Yesterday morning, after some time spent in riding on the beach, the party rode up to Mt. Agamenticus, finding good wheeling to within a mile of the top. The view from that point is quite extensive. The return trip from York was by steamer and train.

THE Peoria (Ill.) Bicycle Club boys have been very active of late. They have secured the shooting park, where they have made a cinder track a quarter of a mile long. They have also rented the Academy of Music for their headquarters. It is their intention to have races frequently.

BROCKTON INKLETS.—The Union Bicycle Club held quite a successful lawn party last Thursday in the grove in the rear of John Simmons's house, on Pleasant street. The grove was illuminated with Chinese lanterns, and a large crowd was present. Ice cream, cake, and other refreshments were served, and everybody had a good time....The City Bicycle Club will hereafter have a bugler who will accompany them on the club runs....One of the clubs is talking of leasing the corner rooms looking southward on the third story of Bryant's block....Wilbur M. Pratt, clerk at Toppan's drug store, has invented a very simple arrangement by which a pair of ordinary rubber pedals on a bicycle can be converted into "rat-traps" almost instantly....The Union Bicycle Club has adopted as a badge a small silver eagle bearing in its beak a shield on which the club monogram is engraved....The City Club called a run to Boston last Sunday and "took in" Beacon Park, the Reservoir, etc....The City Club has twenty-five members, the Union eighteen, and the Brockton nine.

THE Medina (Ohio) Bicycle Club will hold a bicycle and band tournament 17 August. The programme includes a parade and the following races: Half-mile, one mile, three-mile, five-mile, slow and one-mile consolation. The first prize in the one-mile race will be a bicycle valued at \$140. A Hill & Tolman alarm will be given to the best fancy rider.

ROCHESTER, N. Y.—Bicycling is booming here just now. Two clubs are each striving for the mastery. The Genesee Club, formed last spring, already numbers nearly forty-nine, and the members are showing themselves to be composed of the material on which the interests of bicycling depend. The Rochester Club has put down an eight-lap dirt track which is one of the best in the State. The Genesee boys, not to be outdone, immediately went to work on a track, and have just finished a half-mile track twenty feet wide with a path of cinders five feet in width on the pole. The latter club propose holding a tournament on their new track 30 August, on which occasion medals of the finest description will be

offered both for fast and fancy riding. Other inducements of a character expected to bring together the best men in the country will be given. The boys are working hard for a big time and will, undoubtedly, give the finest exhibition of the kind ever witnessed in Western New York.

THE New Orleans Club, which has been resting for a long while, has again started into activity and is giving a new interest to the sport in that city. It is said that both Spanish Fort and West End contemplate bicycle tournaments. Catching rings on lances while flying around on the bicycle is a difficult matter and a pretty sight. The rivalry between the riders will make the contest all the more interesting. The first tourney will probably take place at an early day.

At a meeting of the Albion (Mich.) Bicycle Club the following officers were elected; President, Clark Cady; secretary and treasurer, Chas. H. Bliss; captain, Edward F. Woodcock. The uniform this year is to be dark green knee breeches, shirt, and stockings, with a white belt and white duck helmet; only one belongs to the L. A. W. as yet, but he is trying hard to capture the others.

THE young ladies of Pittsfield have presented the club with a richly embroidered silk flag.

CANANDAIGUA.—The annual meeting of the Canandaigua Bicycle Club was held 17 July, when the following officers were elected: Dr. A. G. Coleman, president and captain; A. W. Crittenden, first lieutenant; Chester Hayes, second lieutenant; Mack S. Smith, secretary and treasurer.

THE San Francisco bicyclists to the number of fifty-five enjoyed a most glorious run on 16 July. The route lay mainly through the park, with lunch at the Casino.

CYCLISTS' TOURING CLUB

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly *international*, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE. *Important.*—During the absence of the U. S. chief consul to attend the seventh annual C. T. C. Meet at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Massachusetts State consul C. T. C., 258 Washington street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address on receipt of a stamped and addressed envelope.

MEMBERS wishing to communicate with the chief consul direct can address him until 24 August next, as follows: Frank W. Weston, C. C. T. C., care of Bayliss, Thomas & Co., Coventry, England.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of 'cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of 'cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for 'cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. R. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

APPLICATIONS.—Joseph Wiesenfeld, 154 S. Broadway, Baltimore, Md.; Horace S. Tibbs, 26 Union

avenue, Montreal, Canada; Albert T. Lane, 365 Aqueduct street, Montreal, Canada.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers To Correspondents.

UNO, GALION, Ohio.—You will find that all the bearings made by Brown are marked with the maker's name. This will be the easiest way of distinguishing them from others of very similar construction, of which there are many. Lamplugh and Brown's skeleton leggings consist of two straps, one passing around the upper part of the calf of the leg and the other around the ankle, these are connected together by a plain strap down the front of the leg; they are intended to be worn with ordinary trousers and are much cooler than the ordinary gaiters. They cost in England eighteen pence per pair. The most comfortable shoe we have ever tried is made the exact shape of the foot and laces from the toe up to the instep; for racing, it can be made very light with a single sole and no tongue, but for road riding should have a good firm sole and a tongue to keep out the dust. These will be found very comfortable and can be opened and thoroughly dried in case they get wet and damp either from rain or perspiration. Your postal was received too late for last week. Will be glad to hear from you often.

JOHN NIGHTINGALE, Dale Mill, Paterson, N. J.—Very sorry that we have no copies of THE WORLD containing the bugle calls. You will find them all in the second edition of *The American Bicyclist*, the price of which is sixty cents.

RAY VAN VEETEN.—We have no authentic records of slow races, but it is said that C. S. Howard has taken 14m. 32s. to cover 100 yards.

C. F., St. H.—Thanks for notes. Will be glad to hear from you any time.

J. V. S.—Will publish as soon as we have space.

FIXTURES

Saturday, 4 August:

Maryland Bicycle Club, run to Frederick.

Saturday, 11 August:

Maryland Bicycle Club, run to Oxford and Easton.

Wednesday, 15 August:

Marshall (Mich.) Bicycle Club tournament.

Thursday, 16 August:

Marshall (Mich.) Bicycle Club tournament, second day.

Sunday, 19 August:

Maryland Bicycle Club, run to Washington.

Monday, 20 August:

Laramie Bicycle Club, to exposition at Denver, Colorado.

Sunday, 26 August:

Maryland Bicycle Club, run to Bel Air and Churchville.

Saturday, 1 September:

Laramie Bicycle Club, to Virginia Dale and Diamond Peak.

Race meeting of K. C. W., Brooklyn, N. Y., entries close 29 August to E. K. Austin, Box 2414, New York. See advertisement.

Sunday, 2 September:

Maryland Bicycle Club, run to Westminster.

Monday, 3 September:

Columbus, Ohio, tournament of the L. O. W.

Tuesday, 4 September:

Manchester, N. H., New England Agricultural Society parade and races.

Second day L. O. W. Meet.

Saturday, 8 September:

Maryland Bicycle Club, run to Winchester, Va.

Saturday, 15 September:

Maryland Bicycle Club, annual run to Springfield.

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Thursday, 20 September:

Third day of Springfield Club tournament.

Saturday, 29 September:

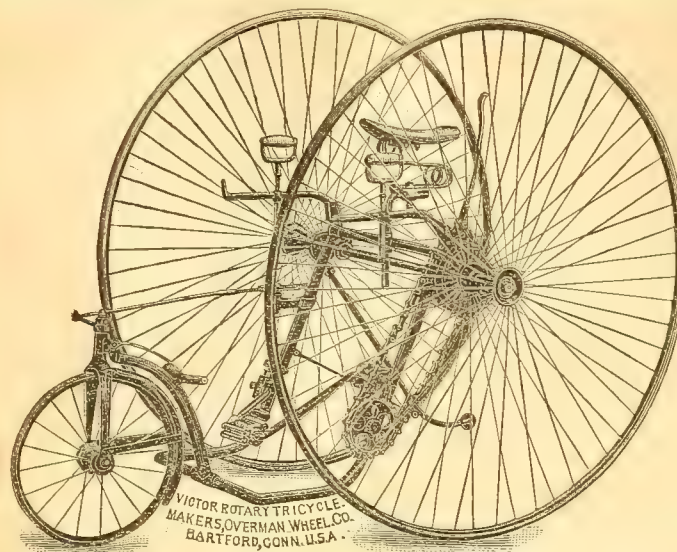
Maryland Bicycle Club, run to Philadelphia.

Wednesday, 3 October:

Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, compressed into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. Arab Cradle Spring, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short Coat or Cape, covering the body but not interfering with wheel. Leggings, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. Cap Cover or Hat; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a Saddle Cover, with which machine may be exposed to rain and saddle remain dry. A Double Heavy Cover is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and EASIEST RUNNING machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 10 AUGUST, 1883.

Volume VII.
Number 14.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,

357 WASHINGTON ST., BOSTON.

Now Ready for Delivery. Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,
Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,
66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.

Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

FACTORIES.

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.— Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

Sole Agents for United States, **STODDARD, LOVERING & CO.,** 10 Milk Street, Bos'on, Mass.

OTHER LEADING ENGLISH BICYCLES AND TRICYCLES IMPORTED AT LOWEST POSSIBLE PRICES.

Good Agents Wanted.

Send for Catalogue.

The Coventry Machinists' Company,

(LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

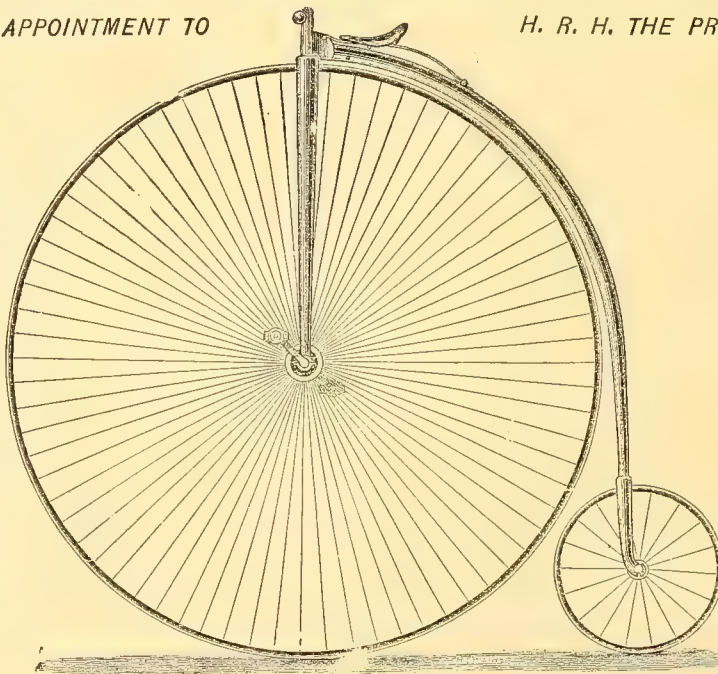
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kil-dare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

BY

H. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 10 AUGUST, 1883.

CONTENTS

Editorial: Our Sport; Notes	161
Manufacture: Hart's Bell	162
Down Mt. Washington	162
With the Ramblers	163
English Notes by an American	163
Montreal Murmurs	163
Boston to Springfield	164
Chicago News	164
Tour through Canada, II.	167
Currente Calamo	168
Racing News	169
Wheel Club Doings	170
'Cycling Institutions: L. A. W. Mail Vote	170
C. T. C.	170
Notes, Queries, Etc.	170
Fixtures	171

OUR SPORT.

THE collection of articles in the last *Wheelman*, gathered from various journals, being the opinion of the medical fraternity on the value of the bicycle and tricycle as an exercise, furnish an excellent tract with which to preach the gospel of the wheel. It is true they contain nothing new to wheelmen, but are none the less valuable on this account. Those who know all the benefits to be derived from a moderate and rational use of the bicycle and tricycle, are apt to think the

public equally as well posted. Every rider knows that 'cycling exercise is beneficial and a "medical symposium" is not necessary to convince him of the fact. But the general public to a very large extent still regard the bicycle as a mere toy to be used mainly by boys and a few "old cranks." It was only a few nights since while conversing with a "layman," we were set thinking by a remark of his to the effect that the interest in "bicycling" would die out, unless the "young men" took to the wheel in sufficient numbers to keep it up. It is among such men that these articles from the pens of the disciples of Esculapius and other men of standing, if properly distributed among the general press, will promote the interests of 'cycling. The public must be educated, as with a more general use of the bike and trike we will gain more rights, and in time secure better roads. We are much in the condition of the electric strikers. Each addition to our brotherhood strengthens us and weakens the other side. There are a great many people of both sexes who do not live but merely exist. They pass a miserable life for want of the exercise to produce a mind and body necessary to the full enjoyment of the days they must pass here. They have not, as that enthusiastic wheelman, Dr. Blackham, says, a sound mind in a sound body. The introduction of the tricycle and the various safety machines will do much to promote the cause we labor for. Those who are inclined to criticise us for paying so much attention to the tricycle, should reflect before they pass judgment hastily. It is immaterial what sort of a machine a person rides so that he does ride. But while a moderate use of the wheel is safe and beneficial, an immoderate use of it is equally harmful. Each rider should strive to know his own capabilities and not attempt more than his physique can stand without strain. Because Mr. Scudalong can indulge in century runs without injury, forms no criterion for young, weak, and inexperienced riders to base their calculations for a day's run. Nor should any rider seek to emulate the example of our long-distance men, unless he knows that he is physically able to do so without injury.

THE Indispensable Bicyclists' Handbook will not be published until next spring, as the changes and alterations in

bicycles are so few that the publishers do not consider another edition as necessary. There is more in this statement than the casual reader would imagine. It is but proof of what we have long seen, that the bicycle is nearly perfect, and that the standard patterns are capable of little improvement or change. It also shows that the English makers are devoting their energies and attention to the tricycle, which is becoming extremely popular. There is hardly a wheel maker in England who is not turning out a tricycle of some sort. Wheelmen might just as well bow to the inevitable and not undertake to cry down a machine that possesses real merit. It was the same way with the Star, the Facile, and the Extraordinary; they were all laughed and sneered at, but their inventors and makers knew their merit and took the "bull by the horns," so to speak, until the carpers were silenced. The ordinary bicycle is not to be superseded or shelved by any of these safety machines or by the tricycle, so no one need worry at their increase. We want to see every one ride something, and care little what, so long as the individual furnishes the motive power. We have no prejudices in favor of either two or three wheels. The rider of either is a 'cyclist.

AND now a wail comes from the neighboring city of Chelsea complaining that bicyclers do not observe the rule of the road when riding,—that they rush by on the wrong side without warning, to the annoyance of horsemen. And a still greater complaint is that when several riders are together some pass on one side and some on the other. This is not an uncommon practice in other places besides Chelsea, and those who are guilty of such thoughtlessness only do 'cycling harm. If restrictive laws are passed, wheelmen will have themselves to blame. 'Cyclers are so common on the road now that they have become an important part of the traveling public, and will not be allowed to make a nuisance of themselves on the road. It would be a great misfortune if the careful and considerate riders of the bicycle should suffer from the reckless riding of a few. Ride your bicycle as you would drive a horse, and you will be respected instead of condemned.

STALL & BURT have got hold of the true dodge for cheap advertising. In their store window they display from

time to time such items of 'cycling news as will interest the public. It is not an unusual sight to see quite a number of people absorbing 'cycling literature with avidity from the sidewalk in front of 509. While this method is mainly of value to the firm above mentioned, it must have its effect upon those who read. An interest is created in their minds, and indirectly the cause is helped.

THE miserable condition of Beacon Park track is a disgrace to the wheelmen of Boston. We hear of racing tracks being constructed in all parts of the country, and yet Boston with its boasted 'cycling population has no proper place for its riders to train or race. It does not speak very well for their enthusiasm that even the track they have is not kept in condition to ride on. The makers and dealers are not alive to their own interests to allow this condition of affairs to exist in the trade centre. Several efforts have been made in times past by enterprising and philanthropic wheelmen to resurrect the track and make it popular, but the necessary co-operation of the rank and file of 'cyclists was lacking. If Boston wishes to retain the premier position in racing matters it must provide a suitable place for its riders to train and race. The Boston Common track is well enough in its way, but it lacks the conveniences necessary to make it popular. There are no dressing-rooms, no place for machines. There is nothing which constitutes a good racing ground. Unless some effort is made to build a new track or repair the one we already have, the clubs and riders of Boston will be compelled to give up their contests or resort to road racing. We may well ask, "Who will move in this matter?"

THE Springfield Club, in endeavoring to have its racing men dress better and accomplish a laudable result, falls into an error, and by recommending tights as the proper thing for racing men to wear is furthering the end it wishes to avoid. At the risk of being called an Anglo-maniac, we think the English custom among amateurs in regard to costume is the proper one to follow. We know that at some races riders are forbidden to wear "tights," and we understand it is considered unamateurish to do so. The tights are left to the professionals, and the amateurs wear as a rule loose-fitting breeches cut off just below the knee.

They are made just like ordinary trousers, and are in no respect unobjectionable. The calf of the leg is usually left bare, but we can see no objection to this. Both Moore and Vesey were dressed as English amateurs usually are, and they could not offend in any way the most fastidious. The intentions of the Springfield Club are entitled to the highest esteem in this respect, but we fear they have not taken the proper steps to remedy the fault of improper dressing on the path.

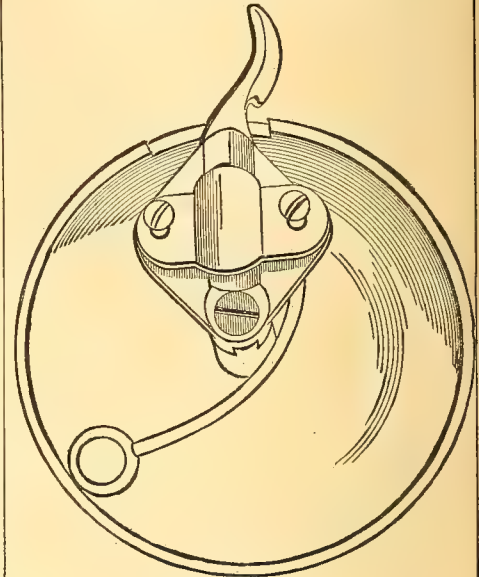
THOUGH our English cousins are in most 'cycling matters naturally somewhat advanced, they seem to have gone at some time "clean off the handle" regarding race tracks. On some they ride with the right hand inside, on others the left. It is no wonder that the 'Cyclist asks for the adoption of a universal rule for turning. We cannot imagine how such a mistake, if we can call it such, should have been made. We know how difficult it is to turn to the right when one has been in the habit of keeping the left hand inside.

THE riding of the precipitous descent of Mt. Washington on safety machines doubtless has a certain value in proving the capabilities of particular machines. So long as this was all it was well enough. But it seems to have already passed this stage, and the issue now seems to be one of speed. It is now time to enter a mild protest, for no good can result, and the chances of harm are very great. If riders, whatever their mounts, get to rushing down the narrow and dangerous road from the Summit House, we shall have, we fear, to record some fearful accident as the result. Both Corey and Corson are of the opinion that the descent is impossible on the ordinary bicycle, and both have proved its possibility on safety machines. This is enough; the question of speed is nothing.

THE fiat has gone forth, and from this time onward the proper measurement of race tracks will be eighteen inches from the curb or pole. The majority of voting wheelmen think this is the proper measurement. We have previously expressed our views on this subject, and have nothing to say. We bow to the edict of the majority, and accept their decision. If wheelmen wish to have the line eigh-

teen inches from the pole, we are content.

MANUFACTURE



Hart's Bicycle Bell.

(Patented April 10, 1883.)

MADE BY H. B. HART, PHILADELPHIA, PA.

THE above illustration shows the construction of the bell, and in appearance it differs in no respect from the ordinary gong bell in common use. One of the common faults of bells of this class is the liability of the bowl to jar loose and rattle where it is screwed or fastened by a nut to the base. This is avoided, as the bowl and base are cast in one piece. The screw which fastens it passes through the base from the under side, and when the bell is clamped to the machine the screw is securely locked in place. The essence of the patent lies in this automatic locking, thus securing a bell that will ring as long as it is attached to the handle bar of the bicycle. The clapper has a good stroke, the bell is well made and neat in appearance, being sent out nicely nickelled. The two samples we have before us are of excellent tone and quite musical. The price is for small size 75 cents, and for medium size \$1.00.

Down Mt. Washington.

No sooner does one 'cyclist accomplish a great feat but some one else becomes restive and goes one better. On Wednesday, 1 August, Mr. H. D. Corey, of the Massachusetts Bicycle Club, rode down the carriage road on Mt. Washington, on an Extraordinary Challenge bicycle, in one hour and five minutes. This is seventeen minutes less than it took Mr. Corson to accomplish the feat on the Star. The distance is eight miles. The brake was "smoking hot" during a large portion of the distance. The

small wheel was set up tight, so as to act as an additional brake. The above time included two stops, one necessitated by a loose nut, and the other by carriages in the way.

With the Ramblers.

ON the 22d inst., the Boston Ramblers, under command of genial Capt. Howard, took one of their notable rambles to South Natick, having with them, as their guests, members from the Lowell, Marblehead, Lynn, and Salem clubs. The party, numbering some twenty-eight wheelmen, left the Ramblers' pleasant headquarters at ten o'clock, and wheeled through Brighton to that paradise of bicyclers, Chestnut Hill Reservoir. After a spin over those matchless roads, a brief halt was made at the old well for the crowd to "irrigate." Feeling much refreshed from the copious draughts of the cooling liquid indulged in, the boys remounted, and turned the wheels through Newton Centre and Lower Falls, Grantville, and Wellesley. The sun was out in force, and proved fatal to the few "biled" shirts recklessly sported, they soon being reduced to a shocking state of pulpiness. But those who had wisely brought out their Jerseys had a chance to test the utility of those light and airy garments.

Old Sol burned with such an intense fire that many times it was found necessary to escape to some shady spot by the roadside. But South Natick was at length reached, at what time it matters not. To be sure it took a trifle longer than usual to make the run, owing to the great heat, but I'll venture to assert that not one of the party will deny that good time was made. We found an excellent dinner awaiting us at Bailey's Hotel, to which, it is unnecessary to add, the sharpened appetites of the wheelmen did the correct thing, although several of the boys, I'm afraid, did a little too much "frittering." The post-prandial remarks were brief, but pointed, and were received with applause.

Some of the musically-inclined sought the parlor and rendered a number of choice selections, to the delight of those enjoying their cigars on the piazza. One of the boys excited a little ripple of laughter by innocently mistaking the Bacon Public Library for a part of the water-works.

But the hours stealing on, line was again formed, and the return made by another route, thus avoiding the clouds of dust encountered on the run out. The route led through Needham, affording an opportunity to visit Echo Bridge, where is a remarkably fine echo,—one which would have filled Mark Twain's echo-collector with envy,—sounds being distinctly repeated a dozen times. We left the bridge not any too soon, for the mashers had got in their work on some blooming victims, and fairly had to be restrained from rushing up a hill almost perpendicular in its steepness. We made a hasty rise into the saddles, and sped rapidly onward, stopping at Mr.

Whittaker's home to regale ourselves with iced milk, which was dealt out in generous quantities by that gentleman. The Newtons were passed at a flying pace, and Brighton was soon left behind, as the wheels rattled over the Boston pavements to the depots, where the visitors took the trains home, with the exception of the Marblehead boys, who resumed wheeling at Lynn.

The run was a very pleasant affair, and was thoroughly enjoyed by all, despite the slight discomfort of the heat. The visitors were unanimous in their praise of the open-hearted Ramblers for the courteous treatment received at their hands, and hope ere long to see them wheel up this way. GEESEE.

MARBLEHEAD, MASS., 23 July, 1883.

English Notes by an American.

THE Union championship for five miles has been contested, and F. Sutton, a Midland rider, is five-mile champion for 1883 and 1884. But few of the London riders entered, for being used to racing on tracks with their right hand inside, they could not get round the corners of the Aston track, where they had to ride with their left hand inside. Neither F. Moore nor Mr. J. S. Whatton, the holder of this championship, appeared. Moore has shown throughout this year such persistently bad form that it is doubtful whether he will ever be fit again for a championship race; while Mr. Whatton has been ill and has not yet got into form.

This spring has been noted for number of splendid long-distance rides. Mr. Ball's 125 miles without a dismount was remarkable, as was Adams's 221½ miles, Brown's 217½, and Vesey's 206½ performances in the Facile road race. Mr. Gossett's (who is quite an old man) fine ride of 200½ miles on his Premier tricycle was much applauded, but this ride has been quite eclipsed by the late 24 hours' competition got up by the London Tricycle Club. The start was made at twelve o'clock on Friday night, 6 July, and the course lay over heavy and hilly roads to the southward, through Salisbury and Winchester, thence northward to Ripley, which there was but little expectation of any competitors reaching. At sixty miles, Marriott was leading by three minutes over Vesey, and this advantage he kept increasing till the end, when he beat Vesey by thirteen miles, passing Ripley and reaching the splendid total of 218½ miles. One good performance in this race deserves mention, that of Mr. Reynolds, who had never been on a tricycle before, and yet reached 175 miles by half-past ten Saturday night and took sixth place. It is worthy of notice that the first machine in was the smallest ridden (42 inches), and the next four machines in were in size 48, 48, 48, 50 inches. In all there were two 42's, four 44's, six 46's, thirty-three 48's, fourteen 50's, one 56. Marriott, who rode all the many hills, was quite fresh at ending, and only complained of a pain between his shoulders.

Comparing the results of the Facile race with this, we have:—

	FACILE RACE.	TRIC. RACE.
Starters	35	67
Over 200 miles	3	4
Between 170 and 200 miles ..	8	6
" 140 and 170 miles ..	12	17
" 100 and 140 miles ..	5	18

Considering that the tricycle course was a far worse one, the results seem to point that the tricycle is the superior of the Facile and almost equal to the bicycle in a twenty-four hours' run.

I understand great courtesy has been shown to Mr. Eliot Norton, of the Harvard University B. C., who has lately been in England. He was made one of three judges for the five-mile championship, and many other kindnesses were done him.

The League has got itself greatly in disrepute by its new amateur rule; and neither the Touring Club nor the Union can in future work together with it. If one thing more than another has brought American bicycle affairs into disrepute, it is the part played both in the League affairs and in the Springfield races by the Pope Manufacturing Company. It is a pity this is so.

The Springfield races are not looked upon with favor by the amateurs I have lately seen. In England the idea of running for the money value of a prize is not considered amateurish; and the thousand-dollar cup looks too big and too like a bait to attract entries; besides, it is given by the Pope Manufacturing Company, which is distasteful to any true amateur. However, it is barely possible some of the "kept amateurs," as Lowndes, Moore, or Gaskell, may be sent over by the firms they represent. H.

Montreal Murmurings.

THE thanks of the lady tricyclists of this city and elsewhere are due to your correspondent "C. H. G.," and to his lady friend, for the useful hints on costume, kindly furnished your readers in reply to my inquiry.

Some rapid riding, for our rough roads, has been done on the Syndicate sociable, lately, viz.: From St. Vincent de Paul to Peloguin's, Back River, nearly six miles, in 30m, and from Back River to the club house, about nine and one half miles, in 43m. For the sake of comparison, I might mention that the club took 1h. 3m. for the latter journey a week or two ago.

Excitement *re* Springfield is gradually working up here, and fresh names are being received daily of those intending to join our party. Our own annual race meeting, which takes place, as per appended programme, 1 September, is looked upon as quite a secondary affair:—

Third annual race meeting, to be held on the Montreal Lacrosse Grounds, on Saturday, 1 September, 1883, commencing at 2.30 P. M., weather permitting.

CLUB EVENTS. — one-mile (4th class), open to all those who have never raced before. Two-mile (3d class), open to those who have never won a prize. Two-mile (2d class), open to those who never won a prize except in 4th class race. Three mile (1st class), cup race, open to all members.

EVENTS OPEN TO ALL AMATEURS. — One-mile bicycle; five-mile bicycle; 100-yards foot (in heats); 440 yards foot; 880-yards foot; one-mile foot.

One mile bicycle, open to boys under eighteen years.

Race on three-wheeled velocipedes, open to boys under fifteen years.

Entries close 29 August to the secretary, P. O. Box 1148, accompanied by fee, fifty cents, returnable to actual starters; boys' race free.

There will be a road race to Sainte Rose, on 18th inst., for three medals; distance, about sixteen miles.

The Montreal Club have just decided to hold Sunday rides, meeting outside the city limits, and not advertising them with the other fixtures in the daily press, but merely on the notice board in the club rooms. KRANK.

Trip from Boston to Springfield by Tricycle. — First Long Road Ride on Record in America.

1 AUGUST, Mr. C. E. Heath started from the Cattle Fair Hotel, Brighton, at 5 A. M., to undertake the initial long-distance tricycle road ride for this country. He was mounted on a Victor Rotary machine of the ordinary pattern, geared to 40-inch, and carried about ten pounds of luggage strapped to the back of his saddle. Messrs. W. W. Stall and C. W. Clapp, of the Boston and Newton Clubs, accompanied him as far as Newton Lower Falls, and after a stop of 20m. Mr. Heath started away at six o'clock, and, mounting the long hill, made South Framingham, fifteen miles, at 7.05. Here a stop of 1h. was necessary to partake of another breakfast, and moving on at 8.05, Southboro' was reached at nine, where he stopped 30m. Hard hills along. Passed guideboard marked, "To Westboro' Reform School," arriving at Northboro' at 10.30, merely stopping to partake of refreshment in shape of a pint of milk. Met Mr. Henry Bowen and rode with him three miles, stopping with him a few minutes at a farm-house. Made a slight halt at Quinsigamond, and arrived at Hill & Tolman's, Worcester, forty-five miles, at 12.15. At one o'clock, went to the Continental Hotel. Telegraphed from Worcester of arrival to Mr. Stall, at Boston, and had dinner. Started again at four o'clock, arrived at Cherry Valley at 4.45. Encountered hard hills here, and made one run of seven miles in 1h. 45m. Was informed here by Mr. Charles B. Swan that I had attained an elevation of six hundred feet above Worcester. Made Spencer's at 6.30, stopping only about 5m. to telegraph ahead, and made West Brookfield at 7.10. Here C. S. Knowlton, the town librarian, was very much interested, and requested samples of bicycle and tricycle literature be sent him for addition to the town library. The proprietors of the West Brookfield House made things pleasant, and evinced much interest in wheelmen. Stopped here for supper and lodging, and starting again at 5.30, made Warren at 6.10, on to West Warren, where breakfast was obtained at a hotel kept by C. M. Gilbert, necessitating a delay of 45m. Palmer was reached at 8.45. Here met Mr. W. R. Clark, whose name took for reference. Diabolically sandy roads between West Warren and Palmer. On approaching the latter place was informed that bicycles were only able to get along by taking the railroad and riding between the tracks. This being impracticable for the three-wheeler, the road was bravely tackled and ridden in good shape to Palmer. A delay of 45m., and at 9.30 started on. Passed through North Wilbraham and Ludlow Mills at 11.30, reaching Indian Orchard at 11.45. Stopped here till 1.30, at Barnes' Hotel, when got away and arrived at Chicopee at 2.05.

It will be seen by our detailed account that, not noting minor stoppages for inquiries as to route, the distance, some

one hundred and ten miles, was covered inside of 13h. 5m.; and, deducting stoppages, the actual running time was 13h. 40m.

Boston to Worcester, forty-five miles, running time, 5h. 25m.

Boston to West Brookfield, seventy miles, 8h. 20m.

Boston to Springfield, one hundred and ten miles, 13m. 40m.

Chicago News.

THE Canada tourists come straggling in one by one, many having gone east or elsewhere after the great disbanding at Buffalo. If the story of the tour is told once by each tourist it is told a dozen times, and still it goes on. Every body in town knows all about it, and our city bicyclers are eagerly questioned by strangers to know if they were one of those fellows who went through Canada. At Spaulding's an entire front window was devoted to the bulletins, and each forenoon great crowds would assemble there to "get the news from Canada." It has had a most wholesome effect generally, because every one respects a deed of this kind, for it shows the great practical benefit of the bicycle, and that it is something besides a machine to wheel around smooth city pavements.

The Star bicycle has appeared among us, and from the number purchased, it looks as if it had come to stay. We dislike to say anything against this machine, but in the opinion of the Canada tourists, it is not what it ought to be. There were three of them on the tour, and they were very unpopular — continually falling and bringing down with them a whole row of bicyclers. When a bicycle concludes to fall it generally does so all by itself, and affects only its rider. The Star is different — the little front wheel takes a grand scoop across the road, and wipes out of existence every bicycle within ten feet, and then lays down in the ditch itself satisfied.* Perhaps we are prejudiced, but the Star does not appear to be a practical road machine. This conclusion has been reached after watching its movements for nearly two weeks over average roads alongside of nearly forty bicycles, all travelling under similar circumstances. If the Star principle is worth anything, it certainly is not developed properly in its present construction.

The Chicago Club will indulge in a big tour to Waukegan, this Saturday. The start will be from the clubhouse at four o'clock in the afternoon, wheeling to Evanston, twelve miles, for supper. From thence train will be taken for Waukegan, spending a night there. The trip from Waukegan to Chicago, thirty-five miles, will be made the next day.

[* This is contrary to the experience of riders in this vicinity, and must be due to the unskillful management of the Star on the tour. We have watched carefully the action of the Star on the road this season, and have been favorably impressed with it when well ridden. — ED.]

This does not come under the heading of a club run, strictly speaking, because the most of it will be done on Sunday, and the Chicago club never holds or encourages Sunday club runs. It is called to Evanston only, but there a sudden drop occurs, and nothing is provided to get the boys back home again. A very sinful member will here unfold the details of the Waukegan trip in full, and those who have no scruples about Sunday riding, will, of course, go, — they having been previously, but unofficially advised.

There are many fine routes for touring outside of Chicago, but these routes have never been explored. It is the intention of the Chicago Club to develop these resources this summer, one objective point being the road between Chicago and Milwaukee, which is really fine in some places. The trip between these places has never been made by any one that we know of, except Capt. Brown, who several years ago toured through Wisconsin, from Chicago to Milwaukee, La Crosse, thence across the State to Appleton and Green Bay and from there home.

4 and 5 August a number of Chicago Club members have laid out a tour from Milwaukee through picturesque Waukesha County accompanied by Milwaukee wheelmen. The roads in this county are very ordinary, but the scenery magnificent. A number of Chicago wheelmen express a desire to make the first day's journey of the Canada tour, from Detroit to Blenheim, seventy-two miles, over again, taking two days, leaving Chicago Friday night, and returning home Monday morning. In all probability this will be done later in the fall.

Quite a stir was created among our wheelmen the other day, by a report that Lincoln Park had put up a rule in the park excluding bicycles. A self-appointed committee rushed up there to see about it, and it was discovered to be true — the rule appears in the list, but the list itself is old, since the issue of which the park has been opened. Bicyclers will take note of this and not be scared. Will say in this connection that there is not the slightest restriction placed upon bicycling in Chicago, other than those placed upon carriages, and even the grumbling paragraph in the newspapers is seen no more — all is serene. Nevertheless, our wheelmen are very careless, one bicyclist alone, it is reported, causing two bad scares in Lincoln Park the other evening, out of pure recklessness. We imagine what a loud muss the Central Park commissioners of New York would make over this, but the first impression in Chicago is to lay it to the driver of the horse. Notwithstanding the swarm of bicyclers in our parks no serious accident occurs, and it is strange the Central Park commissioners do not make some observation of the fact, and be a little more easy in their restrictions.

A.

LICENSED BY
POPE M'FG CO.

THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

THE IDEAL BICYCLE,

Manufactured by

R.P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 ".....	42.00
44 ".....	54.00
46 ".....	60.00
48 ".....	66.00
50 ".....	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

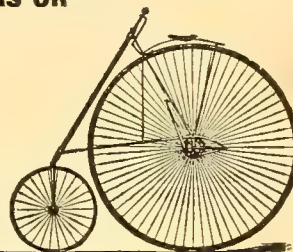
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

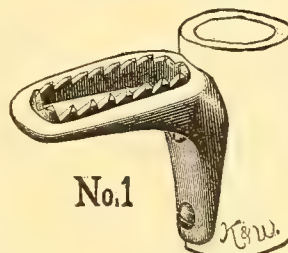
Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

HARWOOD'S SAFETY STEP



Is made in five styles to fit any machine without drilling new holes in backbone.

The Bevelled Teeth prevent tearing the clothing and secures firm foot-hold in mounting.

The Safety Flange prevents cutting the leg in case of a misstep or fall. The cut No. 1 represents the style specially adapted for the Standard Columbia.

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular. G. F. HARWOOD.

P. O. Box 1252, Worcester, Mass.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

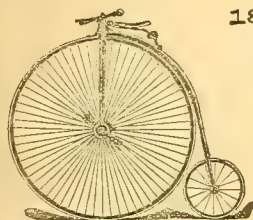
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

THE ROAD QUEEN TRICYCLE.



The cheapest Tricycle on the American market. Rubber Tires; prominent parts Nickelled. \$130. Send for list of thirty second-hand Bicycles and new Bicycles and Tricycles to

GUMP BROS.,
DAYTON - - - OHIO.

B. SCHULENKORF & SON,
Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street,

BOSTON.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. **HENRY W. WILLIAMS**, 253 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 212 No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK. — To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

WILMOT & ALDEN, DOUBLE FANCY RIDERS. Exhibitions given, including single and double riding, and Indian club swinging. Challenge the world in double riding. Care of Pope Manufacturing Company, 597 Washington street, Boston.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE PERFECTION BICYCLE ALARM.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE BROOKLYN BICYCLE CO. (Limited),

161 & 163 Clymer St., Brooklyn, N. Y.

Tour Through Canada.

(Continued.)

II.

Wednesday, 4 July.—Near St. Thomas the Member of Parliament for that district was in waiting to royally entertain the whole party, but the main body passed his elegant estate before he discovered it, and only secured the rear rank, to whom he tendered generous hospitalities. St. Thomas was reached at noon, after a hot, but enjoyable trip. The line took a turn through the principal street and round to the Hutchinson House, where, after a long rest, a fine dinner was served, the first metropolitan repast since leaving Detroit, and was appreciated largely. The heat being so intense, a long rest was taken after dinner, and it was nearly three o'clock before the start was made. The sky now became overcast, and there were indications of rain. Nevertheless the bugle sounded, and after a preliminary parade, snake fashion, through the main street, upon which a photographer had trained his camera for instantaneous views of the wheelmen, the start was made. A shower broke up the procession before the hotel was out of sight, and a delay ensued, after which another start was made. Out from the magnificent St. Thomas valley wound the long parade, the road now greasy and slippery from the rain. Three miles had not been made before down came a terrible storm, scattering the line everywhere into the most available cover. This lasted ten minutes, when an attempt was made to start again, but a quarter of a mile had not been wheeled over before the storm broke out afresh and with increased fury, bothering even the oldest inhabitant to find a parallel. This effectually set everything on a one-man basis, every man for himself. The rain continued to fall, but the foremost of the party continued steadily on through the mud. Their experiences were most novel and exciting on their way to London. As the road swept down into lower ground and over creeks, it was found to be flooded, water covering the bridges, and teams turning back. The tourists kept on, however, crossing the bridges hub-deep in water, many taking headers into the same, and one man finding himself up to his neck in the ditch. The rear of the party went back to St. Thomas, while the middle section took refuge in a wayside inn for the night, all bridges being carried down stream. The main body reached London at six o'clock in the evening, and were royally entertained by the London Club at their elegant headquarters. The rear end also reached London by cars from St. Thomas, while the middle section did the same in the morning, having to make a transfer, however, on account of a dangerous washout of the railway.

Thus ended the first section of the tour for which calculations and collections had been made. It was a surprise to the entire party, not one expecting the tour-

ists to hold together thus far. It had been calculated before starting that London would be the deciding point as to whether the tour would be a success or a failure, and it was anticipated there would be a big falling off at this point. Hence, in the collection of funds to pay expenses, they were made to cover to London only. This collection amounted to \$4.50 per man, or at the rate of \$1.50 per day for the three days, and \$1.00 additional for ambulance fund; total expense per man, to London, \$5.50. The ambulance expense figured \$15.00 per day, while the hotel bills amounted to but \$1.00 per day per man, with the exception of the Tecumseh House, at London, at which the rate was \$2.00 per day. Upon figuring up the accounts there was a balance of about \$6.00 on hand out of the fund. The ambulance had been changed but once, at Leamington, thirty miles out of Detroit. A very smart little team and fine covered wagon was in waiting at Leamington, and did good service all the way to London. Too much importance cannot be placed on the promptness and discipline displayed on the part of Capt. Brown. All starts were made promptly on time, and, after the bugle sounded in the morning for the start, but a few moments leeway were given, and any dilatory wheelmen not in line then was left behind. Hence the bugle-call was the signal for immediate action. Stops would be made every hour or half-hour to refresh at farm houses, and milk was the staple article of diet. To such an extent was this diet partaken of that it affected the appetite for dinner, and hence the absence of great voracity at the dinner-table. At the outset many attempted to fill up on the famous Canada ale, but excellent as it was, it became too heavy, and milk, reinforced by the superior St. Thomas ginger ale, which is fully equal to the best imported ginger ale, together with ordinary pop, became the only drink, and these were imbibed in great quantities. Three and four big goblets of milk were swallowed by many at each stopping place, and if at a tavern, three bottles of ginger ale or pop. This course was pursued throughout the entire tour, without other than refreshing effect. The entire trip, from Windsor to London, is one of extreme beauty, passing through a very rich country. The roads, with the exception of between Clearville and Wallacetown, where extensive repairs are being made, are almost perfect, and one marvels that such extraordinary thoroughfares can be found outside of large cities. Winding, as they do, in perfect curves, through grand old forests of beech and maple, and out into open fields of clover and grain, with blue Lake Erie shining in the distance, the elegant farm houses and splendid farms, numerous and thrifty villages, and general settled air of wealth and culture over all the country, makes this one stretch a perfect paradise for wheelmen, and is alone well worth taking a trip to Canada to enjoy. Even the one day's trip from

Windsor to Blenheim, and from thence to the nearest railway station and back to Detroit by rail, taking two days to perform the journey and thoroughly enjoy the exquisite pastoral scenery, will largely repay one for the journey. With all this splendid experience of three days, therefore, it is no wonder the tourists were more than delighted, and despite the last half-day's hardship, which, after all, passed into memory as a novel and memorable adventure to give variety and spice to the tour, every tourist felt in the highest spirits, and eager to pursue further the journey through this grand country.

A day's rest was taken at London to wait for the party to catch up, and also for the roads to dry out. This day was taken advantage of to fix up machines generally, and have clothing washed. London is a very attractive place to stop in, and her wheelmen hospitable. Still, it is wearisome to be hanging around town with nothing to do but take in the sights, and let this be a lesson for future tours. It is far more enjoyable to be strolling through the country on bicycles, stopping at wayside inns, and reaching end of day's journey at some quiet country village, near bed-time, than to be killing time in some city hotel.

Early Friday morning the line was formed opposite the Tecumseh House, London, for the run to Goderich. Evidences of the previous day's rain had not yet disappeared, and for twenty miles out of London a telegraphic correspondence showed roads quite heavy and wet. Therefore, many of the party took the train for Clandeboye, covering this twenty miles, and waiting for the others, who determined to push through and make the full mileage for the day. It is needless to say that the train-party had an easy trip of it, while the roadsters were also pleased, although they had some hard pulling. The country about London is very high and rolling, and some splendid views were obtained. There were also some delightful coasts. The rain belt ceased at Clandeboye, and the entire party then started out together over a perfectly smooth white gravel roadway, that stretched out hard and glistening over a gently undulating country. The road itself is about fifteen feet wide, with hard-beaten edges sharply defined, and a gradual slope of velvety grass about twenty-five feet on either side; then the telegraph poles, and fancy board or barb-wire fence, inside of which, for most part, a long row of tall maples would shade the way. The tourists swept over the country at a ten-mile gait, all formed in twos, and in exact club-run style, never stopping except at villages, and then for a short time to refresh on pop, milk, and ginger ale. The usual audience was gathered in knots all along the way to see the procession go by, and loud cheers greeted the tourists as they rushed by. Exeter was reached in grand style promptly at noon, an excellent dinner being in waiting at the Central

House. Here the ambulance, a fine omnibus, changed its team, which was considerably fagged by the rapid spin. After a half-hour's rest the party again formed, and resumed its rapid gait northward. Soon after starting a heavy storm gathered in the distance and swept down past the party toward London. Fortunately the Goderich road was just in the outskirts, and, for a time, the tourists ran along in a light spray that served to slightly dampen the road and cool the atmosphere. The ambulance following in the rear was drenched. At Brucefield the Goderich wheelmen were in waiting to form an escort. Here the road-bed widened to about twenty-five feet, all smooth, white gravel, and the party formed in fours. Between Brucefield and Lake Huron lies, perhaps, the fairest country on earth,—high and rolling, the hills crowned with grand forests of magnificent trees, splendid estates, perfect farming, with great fields of grain just ready to turn yellow. The great glistening road sweeps down gradually into the valleys, affording unparalleled coasts of a quarter of a mile, and then rising grandly out of the hollow by an easy ascent, revealing, from the top of the next summit, a constant sweeping downward and upward of the road until lost in the undulating distance. The party seemed gifted with wings, so rapidly was this country passed over. Soon the hills flattened out, the road-bed broadened again to about thirty feet, still retaining its splendid asphalt-like surface. Here it passes through a forest of giant trees and over miniature ravines filled with clearest water. At the top of a light swell, through the green vista of forest, in the far distance, could be seen a long, dark blue streak, indicating approach to Lake Huron. Some fine wheeling was performed on this road,—six miles in twenty-nine minutes, ten miles in forty-eight minutes, and twelve miles in fifty-five minutes. This, too, by a party of fifty, closely drawn up in twos and fours. This whizzing pace was kept up until the road suddenly wound out of the woods into the village of Bayfield, on Lake Huron, where there was a general dismount and exclamation of delight at the magnificent view. Situated on the bank of the lake, about two hundred feet above the water, and at the mouth of a great ravine, down which brawled a broad river, spanned at this point, in the valley below, by a long wooden bridge, the scene was entrancing, and was immediately perpetuated in the memory of the tourists by the camera and artist's sketch. A long rest was here taken, and it was hard work to tear away from the glorious scene, but Goderich and supper awaited ahead. From Bayfield to Goderich, running along the shore of the lake, the road is not so good, on account of repairs being made, but is easily ridden, however. The fast pace of the day commenced here to tell on the party, and as the red sun slowly set behind the bank of clouds whose bases rested in Lake Huron,

auguring a bad day for the morrow, the spirits of the tourists settled also. That was a quiet ride from Bayfield to Goderich, many declaring they never would be deceived again into racing while riding on the road, a very sensible resolution, but one very hard to keep. Refreshment was sought at a friendly-looking farm-house. A plentiful supply of milk and sandwiches was furnished. The family were just seating themselves to supper, and one of the tourists begged a cup of tea. He was invited to seat himself at the table, and lo! by some means, the entire body of wheelmen were there also, and cleaned out the whole establishment. It was so spontaneous and apologetically done that the farmer laughed and recognized the joke. He refused any pay and was delighted to be of service, just like the true type of Canadian farmer met with on the road.

[To be continued.]

CURRENT CALAMO

GOOD riding weather this.

AND now we have a man who wants to find another man that is willing to make a bet that he can't ride Corey Hill, and when the bet is made the ascent will take place. So Garrood says.

MR. CORSON writes us that he did not try to make good time in his ride down Mt. Washington. He made several stops to rest, to talk with parties, and to view the scenery.

WHEN a wheelman out in Louisville, Ky., becomes tired of his bicycle, or it gets all worn out, he raffles it off for a dollar a chance, and usually succeeds in making enough to purchase a first-class new one. This is certainly a most excellent way of disposing of "old wrecks."

MR. COREY assures us that the Apollo tricycle on which he climbed Corey Hill was not injured in the least, and that our information to the effect that it was "racked and twisted" was incorrect.

IN his desire to magnify the feat of Mr. Corey our reporter did an injustice to the machine.

"W." WRITES us, in the peculiar style of the spelling reformers, to the effect: "A pair ov plain paralel pedals on a British Challenge, belonging to my brother, has been pusht nearly roo miles within the last fū days sins a slight oiling,—from Andover to Boston, from Boston nearly to Cohasset & bac, from Boston to Southboro. The last fū miles they mād a feebl cry for more oil. The Worcester turnpik to Elm Park, Natick (?) is good, from there to Framingham not as good, but ridabl. Fin coasts in Newton Highlands; look out for cobl-ston gutter crosing rōd diagonally near top ov steep hil there (going west).

CAPT. C. W. HOWARD and Lieut. J. H. Vivan, of the Charlestown Club, started Saturday for a two weeks' tour on their bicycles. They will first ride to New

York city, then take a short trip through the State and return to Boston.

MESSRS. N. C. FOWLER, Jr., and E. B. Benham, of Boston, started Thursday morning, 2 August, on a sociable tricycle, for a tour along the South Shore as far as Cohasset, returning through the interior, and then along the North Shore to Portsmouth, N. H. They expect to be absent about a week.

MR. W. I. HARRIS and Mr. E. G. Whitney, of the Boston Ramblers Club, started Saturday evening for a two weeks' trip through the eastern part of Maine. They will go as far as Portland by boat, and the rest of the distance on their wheels.

THE tournament at Cottage City, Mass., wound up on Friday evening with a bicycle torch-light parade, consisting of about fifty riders, headed by the Boston Ramblers Club and commanded by E. M. Gilman, of Nashua, with F. W. Hoyt, D. J. Canary, and Mr. Fennessy as aids. The procession passed over a route embracing the principal avenues of the city, cheering frequently the prominent people and places. Later the Boston Ramblers gave a club drill in the skating rink. The riders were Capt. Charles S. Howard, Arthur Whittaker, A. H. Forbush, Will I. Harris, W. G. Stahl, and F. S. Bryant, and they gave a very graceful exhibition, calling forth many plaudits from the spectators. The drill was followed by an exhibition of trick riding on the bicycle by Mr. Canary, who wore roller skates during the performance.

THE "Pirate" of the South Boston *Inquirer* has been after the "Owl" with a sharp stick. He has found the following, which he launches at that poor bird's head, with the evident intent of annihilating it. We thought the "Owl" had been growing better mannered lately, but the quotation is so good that we must print it.

"Better to be a tumble-bug by the dusty roadside than to be a foggy foggy perched upon the tombstone of a defunct idea, sucking the dry bones of superannuated notions, and mouthing at the march of method. Better to be a parasite of animalculæ than to be a chronic skeptic, a ragged scarecrow in the path of progress, pointing at improvement with a dirty finger of doubt. Better to be a pollywog and wiggle in a wave of mud than to be the toiling inventor's blind traducer, a spider on the wall of truth, weaving webs over its whiteness."

This will doubtless ruffle the "Owl's" tail-feathers a little, and we expect the "Pirate" will catch it in the next *Wheel*.

AT the conclusion of the regular club run on Saturday evening, 4 August, the members of the Capital Bicycle Club accepted a cordial invitation to the residence of Chas. Flint, and participated in a "watermelon racket." The invitation was decidedly unique and represented the club "before and after (par) taking." On one side were a row of attenuated wheelmen all wending their way towards a little cottage labeled "Water Melons." On the other side was a similar row of wheelmen returning from the contest with smiling, satisfied

faces and rotund forms. The physicians in attendance were Drs. Buryhill and Graves.

At the last meeting of the Boston Bicycle Club it was voted to hold a hill-climbing contest at Corey Hill, open to all amateurs, and also to hold in the fall its fourth annual twenty-mile race for the championship of the club. The treasurer's report was particularly gratifying, as it showed the club to be free from debt and with a balance in the treasury. A year ago the club was a thousand dollars in debt, but this has all been paid, and the club is now solvent, besides owning a good deal of property in the way of furniture, etc.

MESSRS. H. W. WILLIAMS, Frank G. Parker, W. S. Slocum, and E. W. Pope, of the Massachusetts Club, are all wearing white helmets while touring during the hot season. The style of helmet is a new and tasty one, it being very light in weight and having an under lining of green very grateful to the eyes. It is said to be the most comfortable head-gear yet constructed. Mr. Williams makes bi-weekly trips to Bedford Springs, accompanied often by brother 'cyclists who are hardy enough not to fear a little sand pulling. For the benefit of any desiring to tour in that direction we print the two best routes to the Springs. (a) Trinity square and Milldam, direct road to Watertown, Lexington street to E. Lexington, Lexington, Bedford, Bedford Springs, 20 miles. (b) Trinity square and Milldam, direct road to Watertown, Waltham, Lexington, Bedford, Bedford Springs, 21½ miles, via Newton and Crafts street to Waltham, twenty-three miles. Roads good to Lexington, beyond, inclined to be sandy, but dependent very much on recent rains for hard bottoms. Road to Lexington via Arlington, very bumpy.

We have received through the kindness of Mr. Chas. E. Pratt and the New York Bicycle Club an elegant photograph of the club taken at the time of the League Meet in New York, 28 May. It is one of the handsomest club photographs we have ever seen and greatly adorns THE WORLD's editorial sanctum.

THE Metropolitan Horse Railroad Company petitioned for permission to lay car tracks on Beacon street, the only unencumbered road out of Boston. At the hearing a few days since several protests were entered, but the wheelmen of Boston were not represented, though they would be affected as much as any one should the petition be granted.

Why was this?

Where was the C. T. C.?

Where was the League?

Where were the leading clubs?

Where were our representatives?

Where was the Boston consul?

Are all the men whose duty it is to look after these matters away on their vacation?

Or were they asleep?

THE New York wheelmen have been getting into the good graces of the park police by feeding them.

THE Citizens' Club will come to Boston again in the fall.

THE Springfield Club claim that their display of fireworks the second evening is going to beat anything seen in this country since the big celebration on Bunker Hill. It is to take six men nearly two hours to touch off the pieces. A sketch of the championship medal, to go to the amateur winning the 25-mile race, shows that it is to be a handsome as well as costly prize. It is of gold and about five inches long, consisting of a shield hanging from two bars of gold and surmounted by the American bird. The starry part is in blue enamel, each of the thirteen stars holding a diamond, and the red and white stripes beneath are made of rubies and diamonds. On the face of the shield is a pedestal built out half an inch, supporting the figure of a mounted bicyclist. Among the curiosities at Springfield will be the smallest bicycle in the world, with a big wheel only twenty inches in diameter. This bicycle will be ridden by Edward Decker, a man 33 inches high, 31 years old, and carrying about

32 pounds avoirdupois. In contrast with this will be the largest wheel in the world, which will be ridden by Capt. Slade, of St. Louis. The wheel is 9 feet high, and was formerly ridden by Albin, of circus fame. There will also be on exhibition the first rubber-tired bicycle imported into this country. It was brought over centennial year.

THE minimum time of trotting a mile is computed by F. E. Nipher to be 91 or 93 seconds. The first result was obtained by a comparison of the time of horses for all years since 1860. The second result was obtained by graphical methods. At present a determination of the minimum time for riding a mile on a bicycle is not possible. In a few years, however, when we have more and better records, an approximation can easily be made.

THE *Wheel* got wofully mixed up in its account of the tricycle road race. The time is incorrect in every case.

RACING NEWS

COLUMBUS, OHIO, 27 July. — Tournament of Buckeye Club. The first race, half-mile dash, gold medal, was between Wm. Neil, W. B. Chandler, and J. C. Hull. Neil won in 1m. 43½s.; Chandler second. The second race, three miles, gold medal, was between J. P. McCune and W. A. Knoderer. McCune won in 12m. 17½s. The third race, one mile, was between Tracey, Tress, Dudley Fisher, and Louis Lindenberg. Tress won in 3m. 47s.; Lindenberg second. The hurdle-race, saddle or cyclometer, was contested by J. C. Hull, C. J. Krag, and N. M. Anderson. Hull won; Krag second. The sixty-five-yards race, turn, was between F. W. Flowers and W. B. Chandler. Flowers won in 28s. In the "hands-off" 600-yards race, Knoderer, Tress, Flowers, Hull, and Neil crossed line in the order named.

COTTAGE CITY, MASS., 2 August. — Three-mile race. Entries: W. H. Hayes and H. C. Piper, of Cambridge; William Marshall, of Boston; J. W. Wattles and R. F. Stahl, of the Boston Ramblers Bicycle Club; Fred P. Brigham, of Attleboro; Frank L. Dean, of Worcester, and Mr. Doerfler, of Malden. Dean (1), Wattles (2), Stahl (3), Brigham (4), Piper, Hayes, Marshall, Doerfler. Run in the rain. Repeated 3 August. Dean (1), Stahl (2), Piper (3), Wattles (4).

Prince's Record.

Editor Bicycling World:— I am sorry to see the report concerning Prince's fast time for the half and quarter-mile, as published in your last issue, gaining wide circulation. The time was not official. I give you this statement as referee of the race. Prince's fastest quarter mile was his thirty-ninth, which was made in 41¾s., and his fastest half (his twentieth) was made in 1.24. The rumor which has been circulated and which you have published was founded upon time taken by private parties. The official timers were P. T. Dodge and S. P. Moses, Jr., and both agreed upon the time which I have given you. **LELAND HOWARD,**
President Capital Bicycle Club.

WASHINGTON, 3 August, 1883.

IN report of race at Blossburg, 31 May, the time of Chas. Bowman should have been 3.42 instead of 3.32.

THE second annual races of the Albany Bicycle Club will take place at Island Park, 26 September, beginning at 2 P. M. Prizes amounting to \$400 will be offered. The feature of the occasion will be a two-mile race in heats, for a purse of \$200, between Prince, the American champion, and Higham, champion of England. Wilmot and Alden, double fancy trick riders, will also appear. There will be, in addition, five races by members of the club, for which gold and silver medals are offered.

DON'T forget the Kings County Wheelmen races, to be held 1 September, or that entries to them close 29 August, and won't some of our numerous fliers from this section exhibit to us on 2 September the diamond medal, and tell of glories and a record won at the K. C. W. races? Remember this club never does things by halves.

HIGHAM, the English bicyclist, publishes the following card: "I should be very much pleased to hear from Mr. Prince or any rider in the United States in regard to racing me twenty miles. As I accepted Mr. Prince's distances in our last race, it must not be expected that I should run again at distances not suitable for me. The fifteen miles Mr. Prince mentioned would not meet with my approval. In fact, I don't care to race under twenty miles. If I don't hear from any one in three weeks I shall claim the title of long-distance champion-ship from twenty miles to six days.

THE favorable conditions of track, weather, and good pace-makers, under which Cortis made his wonderful records, was convincing to most 'cyclists that none of them were liable to be lowered, and yet the "Long Wanderers" time of 11m. 46½s. for four miles was on 19 July, at the Crystal Palace track twice lowered. In the fifth heat of Crichton invitation race, H. F. Wilson made his own running all the way, and succeeded in covering the four miles in 11m. 37½s. His triumph was short-lived, however, for in the final, Gaskell, mounted on a Club, with Perry Liles and Thompson pushing him, scored a best on record for the four miles in 11m. 34½s., beating the record which Wilson had just made by 3½s. The last mile was made in 2m. 45½s. It seems that we have not yet reached the limit of speed to be made on the sociable, for on 16 July, F. Sutton and James Lennox rode one hundred and eighty miles in a day on a sociable.

GASKELL is pushing his Club racer well to the fore. Indeed, the machines of the Coventry Machinists Company are becoming prime favorites.

H. L. CORTIS has been thrown from a horse and broken his arm, he writes to the editor of the *Cyclist*, "Leave horse-racing alone and stick to bicycling."

A BRASS band has been engaged, and everything will be done to enliven the

racers of the K. C. W. The record for twenty-five miles will be beaten; won't some of our Boston men be the ones to do it?

THE arrangements for the one hundred-mile bicycle road race of the Boston Bicycle Club are being rapidly completed, and it is hoped that the number of entries will be very large. There should be, as all of our good road riders should have a hand in the finish. A handsome gold medal will be awarded to the winner and silver medals to all the losers who cover the distance within a stipulated time, probably 10½ hours, while the club talks of bronze medals for all who cover the distance inside of twelve hours, exclusive of the above. The entrance fee is \$1.00, and close with J. S. Dean, this office, Monday, 1 October, at noon. The riders will be started three minutes apart and lots will be drawn on the morning of the race. The start will be made from some point a little way out of town, as the club does not desire to interfere in any way with the public use of the highways. Each contestant will be furnished with a carefully prepared route card, and the route itself will be marked so that there will be no need of any rider going astray. Some system of checking the riders will be adopted to avoid the possibility of any one cutting "across lots." This opportunity for our road riders to make a record and show their mettle should not be lost. The club intends to make this the event of the year (barring Springfield, of course), and every wheelman should lend his aid to make it a success.

THE bicycle track in process of construction on Holmes's Field, Harvard College, will probably be finished before 1 October, as that is the day mentioned in the contract. Mr. Knapps, instructor in surveying, laid out the track. The curves look very easy. The land on which this course is being built is unfit for large buildings on account of a want of solid foundation in the boggy soil. It will, however, be protected on three sides from the wind. The nearness of gymnasium with all its conveniences for bathing, will cause, it is hoped, an interest among athletic men in racing.

WHEEL CLUB DOINGS

THE Staten Island Bicycle Club met on Monday evening, 20 July, when a reorganization was effected, under the name of the Staten Island Wheelmen. The following officers were elected: Captain, R. V. R. Schuyler; 1st lieutenant, Knight L. Clapp; 2d lieutenant, P. C. Winter; secretary, R. Lambert; treasurer, W. E. Wiman; bugler, E. C. Delavan, Jr.; surgeon, Dr. F. S. Grant.

WAKEFIELD (MASS.) BICYCLE CLUB. — Organized 16 July. President, C. A. Patch; captain, F. H. Burrill; secretary and treasurer, E. D. Albee. Uniform to consist of dark green coat, pants, and hat, and black stockings.

THE New London, Ohio, Bicycle Club took a run on 2 July, to Rochester, a distance of eight and one half miles. Six of the club participated.

EIGHT wheelmen of the West End, Boston, met at Scates's Hotel, Brighton, 30 July, and formed the Eagle Bicycle Club, with the following officers: President, W. H. Bullard; vice president, J. B. Foley; secretary and treasurer, J. H. Brown; captain, Albert Hosmer; 1st lieutenant, Frank Stodder; 2d lieutenant, J. V. McCarthy.

THE Kankakee (Ill.), is in a flourishing condition. The members will present the drama "Under the Gaslight" at the Opera House 9 and 10 August, and if the financial results are what they should be a cinder track will be constructed.

'CYCLING INSTITUTIONS

THE following amendments to the L. A. W. constitution have been adopted by mail vote. Five hundred ballots were cast:—

CONSTITUTION — ART. 3. AS AMENDED.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously.

CONSTITUTION — ART. 4. AS AMENDED.

4. Its officers shall be a president, a vice president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and each State with a membership of fifty shall be entitled to one representative and one additional representative for every additional fifty members. No State with a membership of less than fifty shall be entitled to a representative, and these officers shall form a board of officers, of which eight shall constitute a quorum, who, shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

Each State in which the E are twenty-five or more members shall organize a State Division, with a code of by-laws in keeping with the constitution of the L. A. W. Its executive board shall comprise the chief consul and representatives, together with a secretary and treasurer who may be chosen at large by a vote of the Division.

RULES AS AMENDED.

25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor who is not a paid teacher of bicycling or any other athletic exercise.

26. Pursuing the art of bicycling, as used in rule 25, shall be understood not to include, (a) manufacturing or dealing in bicycles, (b) teaching the absolutely necessary elements of riding solely for the purpose of effecting the sale of a bicycle.

RACING RULES.

17. No League member will be permitted to race under trotting rules; and no prize won or time made with flying start will receive the sanction of the League. The track shall be measured on a line drawn eighteen inches from the pole.

CYCLISTS' TOURING CLUB

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE. Important. — During the absence of the U. S. chief consul to attend the seventh annual C. T. C. Meet at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Massachusetts State consul C. T. C., 258 Washington street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address on receipt of a stamped and addressed envelope.

MEMBERS wishing to communicate with the chief consul direct can address him until 24 August next, as follows: Frank W. Weston, C. C. C. T. C., care of Bayless, Thomas & Co., Coventry, England.

THE ANNUAL HARROGATE MEET. — This important and enjoyable annual gathering of cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of cyclists will be formed to sail on Saturday, 22 July 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM. — Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last,

page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK. — Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. A. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

G. O. C. — You should wear rather thicker soled shoes on a Facile, as the bearing surface is small and rather hard on the feet if thin soles are used.

JACK. — The suit of Bown v. Humber was decided against the defendant, but the plaintiff has, we understand, appealed to a higher court.

B. — Probably the chain is too tight and perhaps needs oiling. If you wish to use black lead powder it and mix with vaseline, warm a little, and then apply with a brush.

J. S. SMITH. — If you are in the habit of slipping your pedals try rat traps or get a pair of Murray's pedal slippers.

F. BALL. — The shortest route to Salem is from Chelsea, which can be reached by the ferry at the foot of Hanover street. Take first turn to right at rubber factory, thence to Broadway and direct road over turnpike to Lynn, thence by Lynn Common, turning to left by City Hall, following Essex street to Swampscott and over Forest River road to Salem. Essex House is the best one to stop at. We have been over the road quite recently and found it very fair.

G. B. C. — Certainly. Tricyclists are eligible for membership in either the L. A. W. or C. T. C.

DEALER. — It was found in England that giving prizes for the best exhibits was unadvisable, and probably the Springfield Club will not award any at its exhibition.

ETAS 55. — We should say that a man of your age and weighing 180 pounds would do much better with a tricycle than with the bicycle.

BRAKE. — The modern lever brake is to be preferred. The Timberlake is very powerful, but as it was applied by turning the handle-bar it was never well liked. A nervous or inexperienced rider was apt to apply it unexpectedly and with too great force. The lever-spoon brake is the best. Have the lever extend well out towards the handle.

HILL. — The best way to climb hills on a tricycle depends much on the kind of tricycle and the weight of rider. Heavy riders can drive up hill almost by weight alone, but lighter weights must trust more to power of legs and arms.

H. B. HART. — Thanks for bell; am much pleased with it.

NOVICE. — All moving parts should be oiled. Ball bearings require less oil than other kinds, but in our opinion require some, though the contrary has been asserted.

AQUA. — The Cyclists' waterproofs are very light, weighing, we believe, about eighteen ounces, the entire suit with coat, leggings, and cap-cover in case costs \$6.50.

LONG DISTANCE. — We intend to experiment with some beef and coca lozenges as a means of sustenance on long and hard rides. We will give our experience in these columns as soon as we arrive at any conclusion.

S. T. S. — There is as yet no real successful gear for altering the speed of a tricycle. Mr. Smith, of the Surrey Machinist Company, is at work on one which will allow of gearing the machine to any from thirty to sixty speed at will. Shaw's gear has two changes; and a friend in England writes us that this is the best one yet devised.

LIGHT. — We would advise you to wait a little while, as one of our manufacturers is to turn out a very neat little lamp modelled after the King of the Road. Its appearance will be duly announced in this paper.

H. F. — For a tinkling bell with a stop attachment, try either a Facile or Chalis.

M. P. — You can get a piece of the proper kind of rawhide of the Cunningham Company.

C. T. C. — If your cradle-spring touches and "bumps" when going over rough places, it is too light for you. The makers are very particular to know the weight of rider when sending out the spring, as the spring, unless properly adjusted to weight, is not a success. We

would advise you to try a heavier spring. They are all marked with weight adjustment.

B. B. AYERS.—Thanks for postal, but we had already published item in a previous issue.

LEAGUE MEMBER.—We prefer not to publish your letter. Every one thinks as you do, and the calf will hang itself if it has rope enough. It does not need us to tighten it.

FIFTY-INCH.—Thanks for news. We have mentioned races, and will publish the full programme next week. We are crowded with matter just at present.

A.—Your additional notes from Chicago were received with thanks; but we must lay them over, as we had previous letter in type, and were obliged to put on extra sheet this week, as you will observe.

JOHN S. PRINCE.—Thanks. Your postal received. Will see Mr. Corey as requested.

A. B. H.—See our issue of 6 April for suggestions about racing paths.

'CYCLER.—Try a long-distance saddle. It is the best we know of for that kind.

J. G. W.—The time reported in THE WORLD was correct. The *Wheel's* account was wrong.

RACER.—The "Club" is as good as any, and as you will see elsewhere, was ridden by Gaskell when he broke Cortis's record.

TRICYCLIST.—Stall rode a Victor Rotary. We think the weight can be somewhat reduced. We should say that for a lady the wheels should be well geared down, say to forty-two inches or a trifle less. A shorter crank would make the motion less awkward. Get over your work a little more. For a rear-steerer the Rucker seems to be the best.

FIXTURES

Saturday, 11 August:
Maryland Bicycle Club, run to Oxford and Easton.

Wednesday, 15 August:
Marshall (Mich.) Bicycle Club tournament.

Thursday, 16 August:
Marshall (Mich.) Bicycle Club tournament, second day.

Friday, 17 August:
Medina (Ohio) Bicycle Club, tournament, parade, and races.

Sunday, 19 August:
Maryland Bicycle Club, run to Washington.

Monday, 20 August:
Laramie Bicycle Club, to exposition at Denver, Colorado.

Thursday, 23 August:
Race meeting of Lexington (Ky.) Club. See advertisement.

Sunday, 26 August:
Maryland Bicycle Club, run to Bel Air and Churchville.

Saturday, 1 September:
Laramie Bicycle Club, to Virginia Dale and Diamond Peak.
Race meeting of K. C. W., Brooklyn, N. Y., entries close 29 August to E. K. Austin, Box 2414, New York. See advertisement.
Montreal Bicycle Club tournament.

Sunday, 2 September:
Maryland Bicycle Club, run to Westminster.

Monday, 3 September:
Columbus, Ohio, tournament of the L. O. W.

Tuesday, 4 September:
Manchester, N. H., New England Agricultural Society parade and races.
Second day L. O. W. Meet.

Saturday, 8 September:
Maryland Bicycle Club, run to Winchester, Va.

Thursday, 13 September:
Buffalo Bicycle Club, tournament and races.

Saturday, 15 September:
Maryland Bicycle Club, annual run to Springfield.

Tuesday, 18 September:
First day of Springfield Club tournament.

Wednesday, 19 September:
Second day of Springfield Club tournament.

Thursday, 20 September:
Third day of Springfield Club tournament.

Wednesday, 26 September:
Albany Bicycle Club races.

Saturday, 29 September:
Maryland Bicycle Club, run to Philadelphia.

Wednesday, 3 October:
Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Saturday, 6 October:
Boston Bicycle Club, one hundred miles road race, open to all amateurs.

BICYCLE RACES

THURSDAY, 23 AUGUST,

Held under the auspices of the

LEXINGTON BICYCLE CLUB

AT

Woodland Park, Lexington, Ky.

Elegant New 5-Lap Cinder Track. Amateur Wheelmen everywhere invited. Races begin at 3.30 P. M.

First race, 2-mile heats, 2 in 3 Gold Medal.
Second race, 3-mile dash..... " "
Third race, 1-mile heats, 2 in 3 " "
Fourth race, 10-mile dash..... " "

Entries close Tuesday, 21 August, at 12 M.

Address all communications to

H. L. MILWARD, Sec. and Treas.,

8 and 10 W. Main Street.

KINGS COUNTY

Wheelman's Race Meeting,

SEPTEMBER 1, 1883.

\$250.00 IN PRIZES.

Four Events open to all Amateurs.

Half Mile Dash Scratch. One Mile Handicap. Two Mile Handicap. Twenty-five Mile Scratch to beat Record 1 h. 43 m. $\frac{1}{2}$ sec.

Entrance Fee ONE DOLLAR for Twenty-five Mile, and 50 cents for other events,

May be sent to E. K. AUSTIN, P. O. Box 2414, NEW YORK CITY. CLOSING AUGUST 29.

Above races will be held on grounds of Williamsburgh Athletic Club, Wythe Ave., Penn and Rutledge Sts., Brooklyn, E. D., and called promptly at 3.30 P. M. Grounds may be reached from New York via Grand or Roosevelt St. Ferries and Franklin Ave. Cars.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 52-inch half bright Standard Columbia, has been run but very little, in excellent condition; will sell it for \$75. Address, S. D. MERSHON, Rahway, N. J.

FOR SALE.—A 50-inch 'Extraordinary Challenge' bicycle, very cheap, half-nickelled, run less than twenty miles. A. J. KOLP, Scranton, Pa.

WANTED.—A second-hand full-nickelled Expert Columbia bicycle, in perfect condition. With full particulars and lowest cash price, address M. O. DANIELS, Ruggles, Ohio.

FOR SALE.—One 56-inch full-nickelled Expert, with dropped and straight handle bars, Hill & Tolman alarm and McDonnell cyclometer, also 58 $\frac{1}{2}$ -inch Yale Racer, with rat trap ball pedals, both machines warranted in first class condition. Make your offers to FRED BINFORD, Pawtucket, R. I.

FOR SALE.—A 55-inch full roadster Yale. Balls to both wheels, nearly new. Color dark green, gold strips. Inquire of C. L. F., 30 High Street, Boston.

FOR SALE.—A 52-inch Sanspareil roadster, half nickelled, ball pedals, double balls to large wheel, single to rear. First class order. Price \$115. F. E. GRANGER, 295 Columbus Avenue.

FOR SALE.—A 56-inch Harvard in good order. Pattern of 1881. Full nickelled. H. H. & Cooper ball pedals. Can be had on receipt of draft on New York for \$100. Apply to A. H. SCATTERGOOD, 30 North Pearl Street, Albany, N. Y.

FOR SALE.—A 50-inch 'Xtra Challenge. Balls to front, cones to back wheel. Long distance saddle and rubber tipped handles. Is in good running order. Will sell for half its original price. Address, LOCK BOX 18, Castile, N. Y.

FOR SALE.—A 54-inch Harvard; in good condition; ball bearings; 30-inch handle-bar, \$100. Apply to J. S. DEAN, this office.

FOR SALE.—One 44-inch Cheylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

FOR SALE.—One 54 $\frac{1}{2}$ -inch nickelled Star bicycle, new about six weeks ago and in perfect order; price, \$60 cash. M. D. GILLET, Springfield, Mass.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

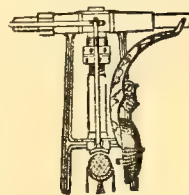
Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,
NEW YORK.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

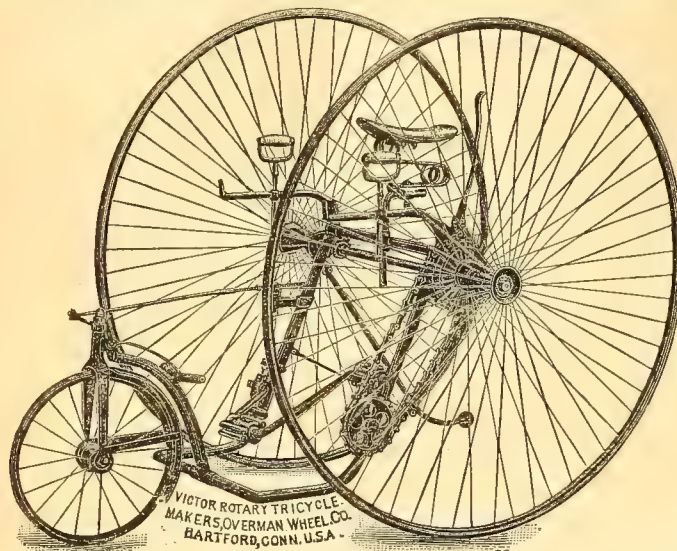
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

SPECIAL NUMBER OF "BICYCLING World."

CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat** or **Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover** or **Hat**; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,

BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 17 AUGUST, 1883.

Volume VII.
Number 15.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including TIES and GLOVES to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,

357 WASHINGTON ST., BOSTON.

Down Mt. Washington

— ON A —

VICTOR TRICYCLE,

Twice on same machine, with no damage to riders or tricycle.

C. E. HEATH made the descent in fifty-five minutes, breaking all previous records.

This is a safe road for a VICTOR TRICYCLE.

Send for Catalogue, 3c.

OVERMAN WHEEL CO.

HARTFORD, CONN.

THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

—) FACTORIES. (—

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - - England,
(THOS. SMITH & SONS,

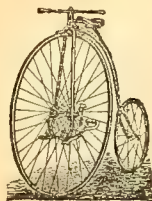
THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

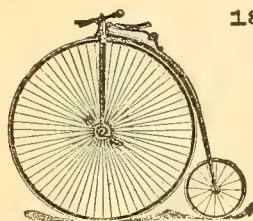
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

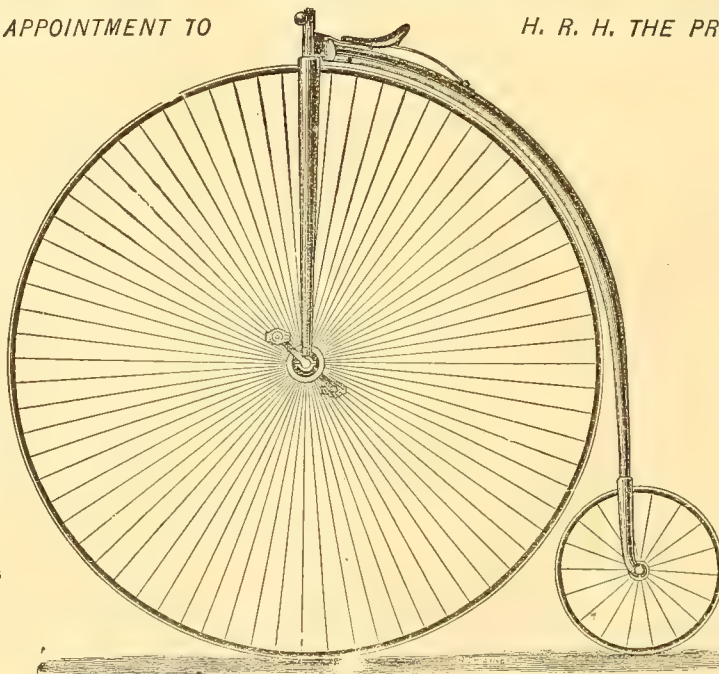
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kil-dire Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—
"CLUB" BICYCLES
AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 17 AUGUST, 1883.

CONTENTS

Editorial: Patent Selling; Was he Drugged?;	
Notes	175
Tour through Canada, III.	176
Correspondence: Why? Mooresville v. Corey Hill	178
Mount Washington Again	178
Patents	181
Essex County Notes	181
Chicago News	181
Corrente Calamo	182
Racing News	182
'Cycling Institutions	183
Wheel Club Doings	183
C. T. C.	183
Notes, Queries, Etc.	183
Fixtures	184

PATENT SELLING.

WHEN any one goes to the expense and trouble incident to securing a patent, he presumably has confidence in the value and success of his invention. He feels that he will receive an ultimate reward for the time and labor spent in the perfection of his ideas. He properly seeks the protection of letters patent to prevent others from availing themselves of and profiting by his intellect and acuteness without contribution. Many inventions

are improvements on some device in common use, and are of no value except to the owner of the original article. That is, in themselves they are utterly useless, but applied to something else are of the greatest benefit to the makers and users. Such patents are rightly sold for a lump sum, or the invention is applied by permission, on the payment of royalties. Of these transactions no complaint can be made for the public obtains the benefit of the patentee's inventive power. But there are cases where the contrivance is useful in itself, and possesses a merit of its own irrespective of any previous invention of the same class. These are frequently sold to large manufacturers, who might find them of value to place on the market, but for various reasons do not do so. They are willing to purchase, but lay them aside and the public receives no benefit. The reasons are obvious. The device if made and sold might prove very disastrous to a maker of one similar but inferior. It is therefore purchased, but as its manufacture and introduction entails considerable expense and a change of plant, it is kept in the background. All have an undoubted right to do as they please with their own. We can only regret that many patented devices are not made and sold, and not laid away in the safe of some wealthy corporation. The public is deprived of the creative faculty of the inventor. The need of or desire for ready cash induces many owners of patents to dispose of them for less than their actual value. This practice of inventors has been shown many times in the case of 'cycling patents, and wheelmen have been deprived of what would have been valuable aids to the success and pleasure of riding. If the owner retains the patent himself its only commercial value consists in its adoption by the public, and he will spare no effort to have its merits understood and appreciated. We would suggest to inventive wheelmen that they retain the control of their patents and form limited stock companies to introduce the patented articles. If the invention is useful and valuable, and one which a purchaser of the patent could place on the market with profit, the owner will do well to think of this suggestion before disposing of his interest. We desire that everything which will improve bicycles and tricycles, and increase the ease and pleasure of riding them, should be made of benefit to wheelmen. It is for

their interest that inventions should be used and the patented article made and sold.

WAS HE DRUGGED?

OF the very many races that have been held in this country, no one has attracted so much attention, nor has there been so keen an interest in the result as was shown in the contests between Prince and Frye. The circumstances all tended to this: the refusal of the League's sanction, Frye's disregard of it, the defeat of Prince in the first race, and the close finish in the second one, all awakened great speculation and enthusiasm in the final. Many opinions were expressed, and each competitor had his advocates. Many who knew Frye's power, grit, and speed felt confidence in his ability to beat Prince, and when he eased up on the last lap, felt there was something wrong. We carefully watched Frye in the final race, and expressed to a few friends the opinion that he was far from well. He had a pinched and haggard look, and all his movements were logy. Now a curious rumor reaches us, the facts we cannot vouch for, but they have the semblance of truth, and will doubtless be of the same interest to our readers as they were to us. It seems, so the story goes, that a few days previous to the race, Frye was taken sick, and continued to remain unwell up to the time of the race. His trainer was unable to account for the sudden indisposition, but the conclusion arrived at was that he must have eaten something that did not agree with him. Several of his friends were informed of his illness and advised not to bet heavily on him. Two residents of Marlboro', contrary to the action of most of its male population, which had a sincere admiration and confidence in Frye's ability, staked quite heavily on Prince. They were friendly with a servant in Mr. Frye's employ, who left immediately after the race. The natural conclusion arrived at was that the servant, at the instigation of these two friends, in the preparation of Frye's racing diet, doctored it, and brought on the indisposition referred to. These facts, which come to our ears, are certainly borne out by some of the circumstances. We give them to our readers as interesting news never before made public. It is to be distinctly understood that Prince had nothing whatever to do with this rumored outrage.

OUR English exchanges have an account of a tricycle ride by Miss Jessie Choice, who succeeded in beating the ladies' record by riding one hundred and thirteen miles in a day. We do not approve of this sort of thing for ladies. It is not an edifying sight to see a lady being urged to ride as many miles as she can. It is well enough for men to engage in contests of this kind, and the sport receives no damage, but we hope we shall never have to record the performance of any similar feat by a lady in this country. If women will ride the tricycle carefully, take moderate runs, and not get ambitious to do a big performance, they will gain health and strength. Pleasure riding is well enough, but record-breaking by ladies can only do the sport harm. And here we may as well correct many of our esteemed contemporaries who have currently reported that in the proposed sociable race of the Boston Bicycle Club, the doubles were to be ridden by ladies and gentlemen. This is not the case, and we feel sure that the Boston Bicycle Club will do nothing so unmanly as to encourage racing among the fair sex nor induce any of its lady friends to toil on either path or road in an attempt to cover a certain distance in a limited time. It is not the province of ladies to show the capabilities of the tricycle, but to bring into our ranks a better atmosphere, and show wheelmen how to enjoy themselves in a rational and sensible way.

OUR correspondent, "Pen Andinck" has dipped his pen into vitriol, and in language more forcible than discreet, criticises the League management. We shall not attempt to answer his many questions, but commend them to the attention of the League officers. On previous occasions we have been condemned for admitting similar screeds to our columns, but it must be remembered that our journal is now the only medium through which the members of the L. A. W. can express opinions at variance with those of the officials, and without us we should have a mutual admiration society of the first water. Without an occasional disturbance any pool will become stagnant. So long as our correspondents present their arguments in a respectful manner we shall have to accept them. Our caustic correspondent makes a point on the salary question which we must confess our inability to meet. No member of the League will, we think, oppose

the payment of salaries to its trusted officials, and yet every member has the right to know how and when the salaries are fixed. The management of the League has been very lax on this point, and has brought upon itself the criticism of our correspondent. The matter can be very easily adjusted, and we believe it will be.

In regard to the question of sanctioning races, we have always believed that too much red tape has been wound about the matter. It is well to protect the amateurs from professionals, and it is advisable to have a uniform system of rules, but we believe the agony is piled on a little when penalties are imposed for competing in unsanctioned races, and we know it is useless to expect that the penalties can be enforced. Across the water, where they have reduced racing to a system, no sanction is required, unless it be a special concession made to an amateur, who wishes to race with a professional. It would be a good thing for the L. A. W. if it would sell off a large quantity of its red tape and refuse to use any more.

Tour Through Canada.

[Concluded.]

III.

As Goderich was reached, the procession was stopped at the outskirts of the town for a while, to wait for a brass band escort, when a grand and triumphal entry was made over the broad, perfect, macadam street, eight abreast. Here a surprise awaited the wheelmen. They were received cordially at the hotels, where excellent accommodations were waiting. A brief spell was given to wash up and eat supper at the British Exchange and Lake View House, when, at the urgent request of the citizens, a procession was formed around the square, with band at head. All then repaired to the city hall, whose immense interior was fixed up for the bicyclers. Long tables were spread with a tempting banquet, the band played outside, and the prominent citizens, together with the mayor, common council, and American consul, sat down with the wheelmen. Then ensued an evening of rarest enjoyment in the exchange of speeches between the 'cyclers and citizens, in which the glories of the tour, the practicability of the bicycle to perform long journeys most enjoyably, and with great physical and moral benefit, the marvellous beauties of Canada, and a history of the experiences and objects of the tour were dwelt upon by the wheelmen, while the citizens welcomed the visitors cordially, gave them the freedom of the city, explained the glories of their elegant little city, and all drank

toasts to the two governments, sang songs, and dwelt upon the friendly feelings existing between the countries hoping for the time when the barriers of nationality would be less defined, and intercommunication and good feeling be enhanced. Tired though the tourists were with their sixty-five mile spin of the day, this great courtesy, this wonderful outburst of cordiality on the part of an entire city, took them completely off their feet, and, from the bottom of their hearts, they were grateful. May the sun cease to rise when glorious Goderich and her people shall be forgotten.

The *Huron Sentinel*, of Goderich, devotes an entire page to the reception, giving all the speeches verbatim, which it will do all wheelmen good to read it.

Goderich is beautifully located on an eminence about one hundred and fifty feet above Lake Huron, with a broad and deep valley on one side, down which flows the Maitland River. Its streets radiate from a central square or octagon one eighth of a mile around, in the centre of which rises a stately courthouse surrounded with trees and an elegant park. The streets are all about one hundred feet wide, of the hardest and smoothest yellow macadam, rolled down level, the sidewalks being of the same material, but raised half a foot above the street level; fine houses, devoting much space to lawn and landscape gardening. Business blocks circle around the square. A fine park runs along the lake front, and taken altogether, is the most beautiful summer resort in the country.

The next day dawned rainy, as expected, and extended down as far as Brantford, two days' journey. As the party was already one day late on account of the flood at London, it was resolved to take the train to Brantford, although by so doing eighty miles of the best wheeling through a splendid country had to be skipped. Then again, the tourists felt the effect of the banquet the night before, which put a serious damper on the touring spirit. Perhaps nothing is so injurious in a bicycle tour as late hours, and this was what every man was suffering from. In fact, the entire tour had been one succession of late to bed and early to rise, and there were many heavy heads in consequence. This is a moral for future towns. — see that the programme is so fixed that early hours can be secured. The noon train of the Grand Trunk Railroad was taken from Goderich, a special car being engaged for the wheels, and a fine four hours' ride was experienced down to Brantford. From the car window the roads could be seen as perfect, although heavy with the rain. An immense time was had on the train, and at Stratford, where an hour's stop was made. It was here discovered that large preparations had been made by the towns *en route* to entertain the tourists, and no doubt much disappointment was caused by the rain. Brantford was reached in the evening, and all quartered

at the Kerby House. This is a splendid place, having some fine roads and an elegant park. The tourists were taken in tow by the resident wheelmen, who showed up the town in fine shape. Some of the party were hospitably entertained at the fine house of the L. A. W. consul.

Next day the start was made bright and early, with a clear sky and heavy head wind, the day's travel being twenty-five miles to Hamilton, supposed to be an ordinary morning's spin. Out of Brantford for two miles a fine plank sidewalk leads, after which follows a vile road, torn up by the previous day's rain. Add to this lumpy, stony, rutty road the numerous steep hills and heavy head wind, with a burning sun, and you have the height of misery on the Hamilton road. About half way out the road was covered with miserable worn-out planks that broke everybody's heart. If the example of the party in going over this road will deter any other wheelmen from attempting a similar journey over it, then the labor of the Canada tourists will not have been in vain. Let the world of wheelmen take warning and also the train when they come to this execrable stretch of twenty-five miles. The trouble ends at Ancaster, seven miles from Hamilton, and then follows one of the grandest sights that ever fell to the lot of wheelmen, — the descent into Hamilton, three miles down hill from the heights of Ancaster Mountain. Here there was a long rest to drink in the glorious scenery of the deep valley, with the city of Hamilton and Lake Ontario far below in the dizzy distance, and then the descent began. A hard pressure on the brake is necessary all the way and some skill used to steer safely over the loose stones and ruts. The road hugs the side of the mountain all the way down. On reaching the valley below the chief consul of the L. A. W. was waiting to escort the tourists into Hamilton. The rest of the way was level but somewhat rutty, and the foot-paths were taken. Three miles of this and the Royal Hotel was reached. A few moments was allowed to store wheels, when the line was formed on foot and headed for the wharf. The Hamilton wheelmen had prepared a very enjoyable programme, consisting of an excursion on Burlington Bay and over to the opposite shore, where a swim was indulged in. Then out to Burlington Piers, the Long Branch of Canada, and from thence out into Lake Ontario and back. Refreshments were served on board, and a most enjoyable time had. The hotel was reached at nine o'clock and a late lunch served.

Hamilton is a very beautiful city, seated on a level with Burlington Bay, with the great tree-clad mountains forming a background in the distance. Hamilton is peculiarly English in that its magnificent residences and grounds are enclosed behind high brick walls. The streets are macadam and stone, and are not exactly pleasant for wheeling. There

is too much hill-climbing, — one is either going uphill or else down, — and therefore the bicycle does not find a great footing here. What wheelmen Hamilton does possess, however, are of the right sort, and we hope they may spread and increase. The tourists were invited to Dundurn Castle, and here a splendid photograph was taken, with the castle in the background. The route from Hamilton was planned along the south shore of Lake Ontario, over the Welland Canal to Niagara, and thence to Toronto by boat, but the trip from Brantford had completely broken up the party, and they were glad to avail themselves of a trip on the old and famous "Rothesay Castle" to Toronto direct, leaving Hamilton Monday noon and arriving in Toronto after a very pleasant journey on Lake Ontario of three hours.

A very warm reception was waiting on arrival. The Toronto and Wanderers Clubs were drawn up in fine array on the dock, and the tourists were immediately taken charge of and shown the city in fine shape. One hundred and twenty wheels were in line, and Toronto never saw such a display of wheeling before. Here is a place where bicycling ought to increase rapidly, as the streets are all fine, some of good macadam and many of fine wood block. There are many picturesque spots in the suburbs and a fine park in the centre of the city. The Toronto bicyclers are as fine a lot of people as one would wish to see, and with such an element pushing the wheel interests, it cannot help but be very popular. At the present time, however, they are not regarded with much consideration by horse-owners. While the long procession was winding along the drives, a man in a buggy took particular pains to drive across the road in snake fashion, dismounting the entire line of one hundred and twenty bicyclers, and yet not a word was spoken by the Torontonians, showing that they were used to this sort of thing. Subsequent individual rides through the city showed that horse-owners regarded the wheel with great contempt, in almost every instance either attempting to run them down or else not giving the slightest concession. The bicycle is but one year old in Toronto, however, and this may account for the unheard-of action of her citizens toward it. The entire line was drawn up in front of the university and photographed. A rare treat awaited the tourists in the evening. A banquet was prepared by the Toronto wheelmen at the Walker House, and a repetition of the Goderich courtesies was here experienced.

Next morning the "Chicora" conveyed the tourists across Lake Ontario to Niagara. This ride is memorable from the fact that every tourist got seasick. Upon arriving at Lewiston American soil was reached once more. After passing the custom-house and getting a release from the bond given for the return of all wheels to the United States within three weeks from entry into Can-

ada, the line was formed and headed for Niagara Falls. Just out of Lewiston there is a tremendous hill nearly half a mile long which no bicycle can climb. From the top of this hill a grand view of Niagara River and Lake Ontario is obtained. The road to the falls is quite good, although a little dusty. On the way the whirlpool was visited. At Suspension Bridge the party was met by Mr. N. Campbell, a Niagara Falls wheelman, who acted as guide. He secured accommodations at the International Hotel at \$2.50 per day, a reduction from \$4.00, and produced coupon tickets entitling holder to a trip across the foot suspension bridge and return, the inclined railway, Prospect Park all day, and the electric lights at night, at sixty-five cents each. All these things were taken in in a body, in addition to a long trip down to the old suspension bridge on the Canadian side. Niagara Falls is a very interesting place to visit on the bicycle, although the hackmen are not very complimentary or sparing in their remarks. It hurts their business.

Next day the line of march was resumed for Buffalo, the last trip of the tour. Capt. Dakin, of the Buffalo Club, met the tourists at the falls and acted as escort. The road to Buffalo is very dusty, but is quite an enjoyable ride. It follows close along the bank of Niagara River and Erie Canal all the way. The run was made in good time, arriving in Buffalo late in the afternoon. A preliminary parade was made over the splendid asphalt streets, and then all repaired to Buffalo Park, where the Buffalo Club were in waiting, having prepared an elegant reception and repast. Toasts and speeches were interchanged and a general good time followed. Everybody knows what a grand lot of wheelmen the Buffalo Club is composed of. On arriving at the Tift House, late in the evening, there was a formal breaking up of the tour, and regret was expressed all around that it should have terminated so quickly. Souvenirs were voted to the management, and every man expressed himself as having enjoyed the finest time in his experience.

The practicability of long touring on a bicycle through a country where the roads were good had been demonstrated, even far beyond the most sanguine anticipation. Every one of the large party had gone through the trip, with possibly one or two exceptions on account of business, and excepting one gentleman who sprained his ankle and was compelled to lay up at Hamilton. Not only was the greatest enjoyment experienced, but valuable ideas and knowledge of the country traversed was gleaned, serving as an enduring souvenir long after the mere pleasure of the trip should be forgotten. All had accomplished the trip in good health, every man, with but two or three exceptions, having gained largely in weight, many declaring that money could not measure to them the health-restoring and invigorating benefits of the

tour. The bicycle was now demonstrated to be really the greatest of modern inventions, and years of constant use could not prove its great value so thoroughly and conclusively as this ten days' tour in Canada. From this great tour can be dated many similar ones in future years, and the Chicago Bicycle Club, elated at its success in this instance, has already on tapis a route for next year, to which the wheelmen of the country will be invited. Buffalo to Boston *via* Rochester, Syracuse, and Albany, thence down the Hudson by boat to New York, and up the Sound to Providence, wheeling from thence to Boston, is proposed.

The assessed expenses of the tour for the second section amounted to \$1.50 per day while in Canada and ambulance fund, which was \$2.00 per man from London to Buffalo. Therefore, the entire expenses of subsistence and ambulance, including the \$5.50 collected at Detroit, and \$15 collected at London (which included \$2.50 hotel bill at Niagara Falls), amounted to \$20.50. Add to this a bill of \$10 for light extras, covered by assessment of thirty-five cents per man, and a total expense per man of \$20.85 is figured. This of course excludes railway fare at two cents per mile over the Michigan Central Railroad. The average total expenditure of each tourist amounted to about \$50.

Next day, Thursday, quite a large number of the tourists participated in a run to Bay View, tendered by the Buffalo Club. In the evening the boat was taken for Detroit by a party of thirteen. Stopping at Cleveland, a fine entertainment was given by the Cleveland Club, and at Detroit a run was taken to Grosse Point and a frog supper served up by the Detroit wheelmen. A party of five returned to Ohio and Kentucky by wheel down the south shore from Buffalo. Others returned by cars direct.

B. B. AYERS.

CHICAGO, 18 July, 1883.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Why?

Editor Bicycling World:—I have been exercising my brain over the following conundrums. Can you help me to a solution of them:—

Why should the sanction of the League be required for races?

What advantage does a race meeting sanctioned by the L. A. W. have over one that is not sanctioned?

Is it not sheer nonsense to think the holders of race meetings will scrutinize the entries to see if racing men have ever engaged in races not sanctioned?

Is not the penalty for entering an unsanctioned race a mere bug-a-boo?

Why does the racing board sanction a race where its rules are not lived up to?

Do they pretend to think that every sanctioned race has been run on a track measured as prescribed?

How can the race for the Pope cup be sanctioned by the League, since, by the conditions of the race, only one kind of machines can be used, and the League rules say no distinction shall be made?

Why did the secretary of the racing board decide in favor of the Cleveland rider who clearly violated the League rules?

Just how far may the League rules be lived up to, and how many can be broken before the authorities of a race meeting violate the terms of the "sanction"?

Is it not foolish for me to think I can get an answer to my conundrums, since I have heard no word from my former questions, wherein I charged that the officials of the League had no authority to draw salaries?

I shall be heard from at the next meeting of the League if the treasurer's report contains items of salaries. None have been voted, and none can be drawn this year until the League says so.

At the officers' meeting in October, of 1882, "allowances of \$250 each were made for *the expenses of the corresponding secretary's and treasurer's offices*, an account of the expenditures to be made to the board." The following June the treasurer presents a report, showing the expenses of the corresponding secretary and treasurer to be respectively, \$265.40 and \$145.01, and in addition they each draw \$250 as salary. By what authority? Will some one rise and explain?

The League rules provide that the board of officers shall be required, through the corresponding secretary, to publish, from time to time, in the official organ of the League, any and all action taken by them, whether as a board or committee or as officials. If they have voted to pay the officers a salary, when was it done? and why was it not published?

Why does the ring that runs the League bring all the important questions before the officers at their meetings? Does it think it can put them through with more ease when there are but ten men to work with?

Are my questions not respectful and pertinent? PEN ANDINCK.

Mooresville v. Corey Hill.

Editor Bicycling World:—Being greatly interested in your accounts of the difficulties experienced by Boston riders in surmounting the Corey Hill, two Louisville cyclists determined, for the purpose of instituting a comparison, to make an accurate measurement of the Mooresville Hill, located near New Albany, Ind., on a road much frequented by Louisville bicyclists. The grade of this hill is probably not so steep as the Corey, but it is much longer, and the road itself is covered in part with loose rocks, which offer considerable impediment to an ascent on a bicycle. But, such as it is, so

many of our riders have mounted it that we long ago ceased to consider it anything of a feat to reach the top on a wheel. Like the great stone that in ancient times lay at the Scottish chief's door, the hurling of which a certain distance proclaimed the turning point of youth into manhood, so we consider the conquest of the hill by a young rider as an initiation into the ranks of our tough roadsters, and any man who is not credited with such a record is thought to possess no merit whatever as a hill-climber. Finding themselves in want of "more worlds to conquer," many Louisvillians have turned their thoughts longingly towards the Corey Hill as the Mecca of their hill-climbing aspirations; and not a few, in their conceited imaginations, probably, believe themselves capable of succeeding in what so many of their Boston colleagues have failed. Below is given the measurement and calculations made by Messrs. Horace Beddo and David Biggs, by whom its accuracy is guaranteed:—

Distance.	Rise.
First 700 feet.....	1 foot in 11.20 feet.
Next 395 ".....	I " " 15.27 "
" 395 ".....	I " " 14.70 "
" 395 ".....	I " " 12.51 "
" 790 ".....	I " " 12.00 "
" 334 ".....	Level.
" 698 ".....	I " " 14.00 "
" 158 ".....	Level.
" 408 ".....	I " " 13.44 "
" 448 ".....	I " " 14.00 "
" 448 ".....	I " " 10.50 "
" 395 ".....	I " " 12.00 "
" 382 ".....	I " " 11.33 "
" 240 ".....	I " " 9.60 "
" 464 ".....	I " " 7.63 "
" 882 ".....	I " " 8.61 "

Total length, 7,521 feet; average rise, 1 foot in 10.95 feet; total rise, 690 feet; length in miles, 1.426.

O. M. A.
LOUISVILLE, 8 August, 1883.

Mt. Washington Again.

OF course the tricyclers were restive under the apparent advantage gained by the Star and Extra by the descent of Mt. Washington, and were not content to let matters rest. So on Saturday, 11 August, at 6 A. M., Mr. C. E. Heath, on a Victor Rotary tricycle, left the Summit House and coasted down the mountain's side, without stopping, in 55m., beating record by 10m.

Concerning the affair, Mr. Overman writes: "I made the first descent down Mt. Washington in order to assure myself of the perfect working of the machine and the entire safety of the road before sending Mr. Heath down for speed. I wish to correct several impressions concerning this road. On a Victor tricycle the road is not unsafe. I took two hours for my ride down, and will guarantee to start at the Summit House and ride the Victor to the bottom of the mountain during ten hours, without making a single stop. The machine is as kind as a kit-

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{8} \times 1$ inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.—The Patent **Differential Double Driving Axle**. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{7}{8}$ -inch and $\frac{3}{4}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $6\frac{1}{2}$ -inch and $3\frac{1}{2}$ -inch; *Eolus* Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable 1 Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

THE COVENTRY ROTARY AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

THE ROAD QUEEN TRICYCLE.



The cheapest Tricycle on the American market. Rubber Tires; prominent parts Nickelled. \$130. Send for list of thirty second-hand Bicycles and new Bicycles and Tricycles to

GUMP BROS.,
DAYTON - - - OHIO.

B. SCHULENKORF & SON,
Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street, BOSTON.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE IDEAL BICYCLE,

Manufactured by

R.P. GORMULLY,

Exclusively licensed by the Pope Manufacturing
Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 ".....	42.00
44 ".....	54.00
46 ".....	60.00
48 ".....	66.00
50 ".....	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.

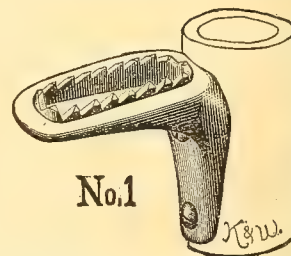
Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

HARWOOD'S SAFETY STEP



Is made in five styles to fit any machine without drilling new holes in backbone.

The Bevelled Teeth prevent tearing the clothing and secures firm foot-hold in mounting.

The safety Flange prevents cutting the leg

in case of a misstep or fall. The cut No. 1 represents the style specially adapted for the Standard Columbia. A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular. G. F. HARWOOD.
P. O. Box 1252, Worcester, Mass.

THE PERFECTION BICYCLE ALARM.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE BROOKLYN BICYCLE CO. (Limited),

161 & 163 Clymer St., Brooklyn, N. Y.

ten, and perfectly manageable over the road. If I had to descend that mountain fifty times, I should want to ride the Victor fifty-one of the times. It would be easier than walking down, and quite as safe. In my descent, I repeatedly stopped the machine on the steepest grades. I would undertake to descend this mountain on a Victor with the crank shaft out.

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for the WORLD by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

281,889. Pedal for Velocipedes. John Knous, Hartford, Conn., assignor to the Pope Manufacturing Company, Boston. A ball-bearing tricycle pedal.

282,358. Tricycle. Albert H. Overman and Charles F. Hadley, Chicopee, Mass., assignors to the Overman Wheel Company, Hartford, Conn. A two part tricycle axle.

281,528. Velocipede. Thomas B. Jeffery, Chicago, Ill. Specially adapted for use on railroad tracks.

282,938. Velocipede. Charles H. Warner, Boston, Mass. A safety bicycle.

Essex County Notes.

As the WORLD has been rather silent on matters up here in old Essex, perhaps a few notes on persons and things will not be out of order. The clubs are mostly putting in a good season's work in the way of runs, meets, tours, etc. The Lawrence boys have a new cinder track, on which the fall races of the L. E. C. W. are to take place. This club has increased in membership wonderfully this season, having now on the rolls over fifty members. It is without question the banner club of the county. The Lynn boys have not done very much riding this summer, they probably preferring the sea breezes at their cosy little cottage (The Bijou, by name) at Nahant to a broil on the wheel these hot, dusty days. The Beverly Club is an active one. It is composed of young men who take a live interest in the wheel and matters pertaining thereto, and turned out the largest number of representatives at the last L. E. C. W. meet. The Salem bicyclers are still wheeling it, the gray uniform of the Hawthornes being encountered on nearly every road hereabouts, and the Atlantics and Lafayettes are occasionally run across. The two latter clubs are coming to the front, while the Marbleheaders are doing as much pedal-pushing as usual.

It's amusing to note the sublime confidence in their knowledge of matters bicyclic of the country press. One of the county papers has solved a most difficult problem for us, and deserves the thanks of all bicyclers, namely: What is the best machine? for in speaking of a "re-

markable" ride recently taken by one of the riders up this way, the paper in question says, "He has a new machine of the Harvard pattern, *the best in the market.*"

Prof. Walter O. Faulkner, of Lynn, has been astonishing the natives at Maine, this summer, by his fancy evolutions on the wheel, and has added fresh laurels to his wreath.

The Lynn papers take especial pains to record every header indulged in by the wheelmen of that city. Our Lynn brethren, we fancy, are no more unfortunate in the way of flying dismounts than are wheelmen everywhere, but they are the victims of the would-be facetious reporter, and we sympathize with them.

Mr. Louis L. Dodge and Mr. William A. Webber, of the Thorndike Club, Beverly, have been whirling the "gossamer wheel" along the coast of Maine.

Mr. E. E. Branch, of Lawrence, the "quiet" member of the celebrated down East party, gave an interesting account of that trip, to one of the Lawrence papers.

Mr. Howard H. Gage, of Haverhill, one of the foremost of the county racers, is on his way to Europe, and intends to bring back a wheel, if he sees one, that combines more good points than any he has seen in this country.

Mr. R. H. Robson, of Salem, one of the most vigorous workers of the L. E. C. W. executives, sails for England some time this month, and will scour the market abroad for a wheel to suit his ideas.

For a perfect specimen of the genus crank we would name the editor of the Bangor *Daily Commercial*. That he is an inspired idiot goes without saying, as his continued and unprovoked assaults upon wheelmen fully testify. Is he a cripple, or is he afraid to mount the dizzy perch, that he wages daily war on wheelmen? for envy is undoubtedly at the bottom of his malevolence.

"Trimountaine," a chatty correspondent from Boston, has had her say about bicycles. She goes on to tell what great ugly blisters her (presumably) "young man" has raised on his hands, and then (what no young lady hereabouts would say) thus dilates:—

"I never did envy the 'noble sex' its monopoly of bicycle-riding, and as for tricycles, what fearfully clumsy, ugly, hard-propelling machines they look to be. If I am to propel myself over the ground by means of the muscles in my own feet and legs, I greatly prefer to do it by the natural means of walking; if I am to ride, I want a very live quadruped to carry me, which will do all the work."

Oh, "Trimountaine," we can hardly believe you mean what you say.

By the way, tourists coming to Marblehead should stop at Hotel Nanepashmet, at Marblehead Neck, turning up Ocean street from the main road. It is the League hotel, first-class in all its appointments, and twenty-five per cent discount is made to League members.

In my letter last week, "With the Ramblers," I meant to say Corey, the

famous hill-climber, "had to be restrained from rushing up a hill," etc., and *not* the mashers, who were in no wise eager to make any unusual climbs that hot day.

GEESSE.

MARBLEHEAD, MASS., 13 August, 1883.

Chicago News.

THE Waukegan tour of the Chicago Bicycle Club was a success, seventeen being in line,—Brown, Vowell, Mehrings, Ayers, Calkins, Fuller, Staley, Danzinger, Valentine, Greenebaum, Van Sicklen, Wassall, Van Schaack, Weed, and Mead. The start was from the clubhouse, wheeling to Evanston over rather sandy road, twelve miles, distance made in one hour and three quarters. Supper at Avenue House, then train for Waukegan. Spent night in Waukegan, and started next morning at nine o'clock for Chicago. It was really a surprise to the party to find such excellent wheeling and scenery so near Chicago. Heretofore Chicago wheelmen have been forced, as they supposed, to go to other places to find real good wheeling and country worth looking at, but if the country at home is fully explored, we will find just as good bicycling for touring purposes as can be found elsewhere. The Waukegan road leads over a slightly undulating country long the shore of Lake Michigan, high above the water, and is of a light yellow clay mixed with sand. After a season of rain it would not be rideable, perhaps, but in the present advanced season it is quite enjoyable. Leading, as it does, through the woods and dense underbrush for miles, and then out over the open prairie and along the edge of the lake, it makes most enjoyable touring. Dinner was taken at Highland Park Hall, and we would advise all tourists to stop at this elegant resort for meals,—they are superb. Run down to the lake at Highland Park and note the picturesque ravine. Wheel around Lake Forest and sample the splendid circular driveways of that mazy suburb. Pause at Wilmette and take in the magnificent stretch of Lake Michigan from the edge of the high bank. A mile of hard wheeling here comes in, the only really difficult stretch of the tour. A skilful rider can keep on his machine, however. Evanston was made in good time, and Chicago was reached at 6.30. Distance from Waukegan, forty miles. One machine broke a backbone, stranding its rider, three miles out of Waukegan another broke a handlebar, and another buckled its wheel,—all Expert machines. These were the only accidents.

Mr. Ide, a Chicago attorney, living in Evanston, put out his eye with a tricycle a week ago. He was running backwards rapidly when he struck an obstruction, and to save himself from falling backwards, as he thought, he sprang forward, tripped on the front frame, and fell headlong, striking his eye on the sharp head of the front steering wheel, crushing the ball. The tricycle is a little unpopular in Evanston just now, and well it might

be, although perhaps a similar accident could never happen again. This was to be regretted, as the three-wheeler was becoming a favorite there, some of the most prominent residents being tricyclers.

One cannot go anywhere about the city now without finding at least two or three bicycles gliding along, and sometimes a dozen in a bunch. It is estimated that we have eight hundred wheels in Chicago. Last year all were Premiers, — this year Experts. The Royal Premier commenced to have a little run again, but the new style of hollow felloe and very narrow flange did not take. Again, the D. H. F. is just a little unpopular, on account of the bad reputation of the fork, and riders fear it on this account, although all confess it is the handsomest machine made. The new D. H. F. is a marvel of grace and elegance of finish. The lower bridge is made twice as thick, the upper bridge is finished off flush with the forks, and holes of tubes closed up; axle hollow appearing twice as thick as solid axle, and flanges about two inches in diameter. Rear forks also widened. Otherwise same machine. But one of the new D. H. F. machines was imported this year, and it still remains unsold, — the boys are afraid of it. But it will come into style again just as soon as the Expert run is over. The Premier came into Chicago a very light-made machine, and was sold against the Standard Columbia. The Expert how comes upon the scene, as an exponent of a very strong and rigid machine, albeit quite heavy, and with the ill experiences of riders of the D. H. F., of course takes the lead. The special Harvard is popular, and the Yale likewise.

Drs. Pruyn, Edwards, and Woolley each ride 'Xtras. The former went through the Canada tour without a fall on a 56-inch Standard, but has just bought an 'Xtra, considering it a safer machine and quite as easy running. The latter tried to learn on a bike, but failed to find consolation for the many terrific tumbles thereon. The 'Xtra still fills the bill. Dr. Edwards has toured through Europe on an 'Xtra, and is the pioneer rider of this machine in Chicago. To him it is ideal. Perhaps of all safety machines this is the most desirable. It certainly affords eminent satisfaction to those who use them. A.

CHICAGO, 1 August, 1883.

CURRENTS CALAMO

THE tricycle has appeared in San Francisco; Finkler, Strong, and many others have tried it and like it.

PIERRE LALLEMENT, who took out the first patent for bicycles in this country, is employed by the Pope Manufacturing Company.

J. G. KITCHELL, of Cincinnati, Capt. Williams, of the Buffalo Club, W. H.

Hastings, of Elizabeth, N. J., F. B. Parshley, of the Star Wheel Club, of Rochester, N. H., D. E. Miller, of Springfield, and C. A. Hazlett, of Portsmouth, have looked in this week.

THE Springfield exhibition will be held in the skating rink, and not a tent. This will be welcome news to our dealers.

THE "fact and fancy" man of the Boston *Transcript* says that the Overman Wheel Company is a misnomer, that it should be the "Man over wheel company." This piece of wit is the result of an erroneous impression that the company makes bicycles.

A TROTTER track is to be laid out on the West Roxbury Park, and it is said that a bicycle track will probably be constructed on the inside.

MESSRS. H. E. NELSON and F. E. FISHER, two prominent wheelmen of Milford, are about to start a paper devoted to the interests of the wheel in general. It is to be called *The Cycle*, and will contain eight pages. The first issue will appear August 15, and after that it will be issued regularly on the first and third Wednesdays in each month. The subscription price is only seventy-five cents a year.

TERRY, the man who left Dover at 9 A. M., 28 July, on a floating tricycle, crossed the English Channel and arrived safely at Calais at five o'clock in the afternoon. His machine was a tricycle of two side wheels of large diameter and one steering wheel of smaller diameter, each of them buoyant by a hollow composition of water-tight material. The propelling power was his own legs, the larger wheels being furnished with paddles at proper distances on their peripheries.

THE BICYCLING WORLD dislikes the terms "silent steed" and "steel horse," but seems to be exceedingly tickled to use "bike" and "trike." We always thought the WORLD had more practical ideas than poetry in its composition. — *South Boston Inquirer*.

You're just right, neighbor, that's just what we pride ourself on. We publish a 'cycling paper, and appeal for our support to practical wheelmen. We can gush if necessary, but our limited space requires us to confine ourselves to facts as much as possible.

MLE. ARMAINDO and T. W. ECK, who claims to be her husband, have separated. While giving exhibition riding on the bicycle here last week they had several quarrels, and on Monday evening Eck pounded his wife at the room in the Merchants' Hotel here so that it was necessary to call in a doctor. Eck has gone to Chicago and Armaindo went to Jacksonville to give some more exhibition bicycle riding. — *Peoria Journal*.

RACING NEWS

BALTIMORE, 4 August. — The ten-mile race this morning, at 7 A. M., be-

tween Messrs. R. F. Foster and F. S. Fisher, for a gold medal, was won by Fisher, who was given one-half mile start; time, 40m. 23s.

PEORIA, ILL. — TOURNAMENT OF THE PEORIA CLUB. — 30 July. Half-mile race, best two in three, between Charles Hansel, Will Thompson, and Frank Pierce; won by the first named in 1.50, 1.51, and 2.12. Slow race, eight starters; won by Joe Callendar. Half-mile dash between W. T. Irwin, John Koch, and Kedder; won by Irwin in 2.06.

31 July. Mile-heat race between Frank Pierce, Charles Hansel, John Koch, John Lindsay, and Charles Vail. First heat was won by Hansel in 3.42; Vail the second and third, in 3.35 and 3.25. A slow race, won by Hansel.

3 August. The exhibition opened with a club drill, followed by a half-mile race between Hansel and Pierce, of the Peoria Bicycle Club, and Sidney Bacon, of Northfield, Minn. It was won by Hansel in two straight heats; time, 1.44 and 1.45, respectively. Slow race between Rouse, Pierce, and Irwin; won by Pierce.

4 August. The half-mile heat race was won by Charles F. Vail, in 1.53 and 1.46. A very interesting affair was the race between five small boys, Fred. Baxter being the victor, and winning the bicycle bell offered as a prize to the successful participant. A slow race was won by Charles Hensel.

CANTON, PA., 8 August, 1883. — Quarter mile: First heat, A. W. Cook (1), in 58s.; second heat, B. Westgate (1), in 52s.; third heat, B. Westgate (1), in 1m 4s. Half-mile: First heat, A. Krise (1), in 2m. 15s.; second heat, B. Westgate (1), in 1m. 52s.; third heat, Westgate (1), in 1m 58s.; 100-yards slow race: F. Black (1), in 2m. 27s.; R. Van Lydsel fell off. Attendance fair; track good. Not under L. A. W. rules.

Challenge.

THE following appears in the Chicago *Sporting Journal*: —

CHICAGO, ILL., 6 August, 1883. — *Editor Sporting Journal*: — Dear Sir, — John S. Prince has again thrown down a second-hand challenge to race me fifty miles, — this time through your Washington correspondent. Why does he not come forward and issue a challenge over his own signature, backed by a deposit, if he is anxious to meet me? Perhaps he is afraid I may upset his claim to the title of "champion of the world," a title to which he has no more right than the man in the moon. However, I am more than anxious to give him the chance he desires; and, therefore, challenge him to race me for the fifty-mile championship of America and \$250 a side, the race to be open to all comers who will deposit the same amount; and to be decided on any fair track, half way between Chicago and Washington, not sooner than 10 October nor later than 20 October. I am forced to make this last stipulation on account of other engagements. I hand you herewith \$50, which I hope Prince will cover.

I will then meet his representative at your office to complete arrangements. More than this: to prove to all concerned that I desire a square race, and no "hippodrome," I am willing to have the gates of the ground whereon the race is run thrown open to the public free. I hope, if the match is made Higham and others may be induced to join in.

WM. M. WOODSIDE,
Champion of Ireland.

P. S.—I wonder whether Mr. P. has read of the last race for the twenty-mile championship of England? Twenty miles in 1h. 2m. 40m.; the *second* ten miles in 30m. 34s., and the *last* mile in 2m. 49s., is a little too fast going for the would-be "champion of the world," I fancy.

Query: Why does Woodside claim to be champion of Ireland? He won that title when he was an amateur, and must have laid it aside when he became a professional.

ON Friday, 27 July, F. R. Fry, of the Clifton Bicycle Club, rode one hundred miles on the Crystal Palace track, in 5h. 50m. 5½s., beating all amateur and professional records by 39m. 5½s., and beating record from fifty-one to one hundred miles. The twenty-four hour tricycle road record also received a cutting by Mr. Alfred Bird, of the Speedwell Bicycle Club, who rode two hundred and twenty-two miles on a 42-inch Humber, geared to 57-inches. Jessie Choice's ride of one hundred and thirteen miles did not live long, as a record for Mrs. Allen on a rear-steering single driving Royal Mail covered one hundred and fifty-three miles within twenty-four hours.

MR. J. W. WATTLES, who took second place in the Cottage City race, did not enter the second day, as reported.

THE Germantown (Pa.) Club has sent a request to the racing board for authority to establish a three-mile L. A. W. championship at their fall race meeting. They will present the League with a handsome trophy, costing \$50. Their games will be held in connection with the annual meet of the Pennsylvania State Division.

At a recent meeting of the Brockton Bicycle Club, it was decided to offer twenty-eight prizes, in ten classes, at the bicycle tournament to be held there 3 October. The classes and prizes are as follows: Five-mile dash for the amateur championship of Plymouth county and a medal valued at \$75; two-mile race for prizes aggregating \$105; one-mile race for prizes aggregating \$105; one-half-mile race for prizes aggregating \$80; two-mile race for Star bicycles, \$80; one-mile race for tricycles, \$105. There will also be a consolation race, a half-mile dash without hands, a club race, and an exhibition of track and fancy riding. The total amount of the money to be expended in prizes is \$755.

AN interesting bicycle race is to be expected in Washington. It is understood that several prominent gentlemen who take great interest in this sport have

offered a purse of \$150, first prize; \$75, second prize; \$50, third prize; \$25, fourth prize; open to all professionals, to take place at Athletic Park, 4 September, in which Prince and Higham have already entered, and other prominent racing men are expected.

'CYCLING INSTITUTIONS

ALEXANDER'S Hotel, corner of Centre and Jefferson streets, has been appointed League hotel for Louisville, Ky.

W. S. HOWE, of Oskaloosa, Iowa, has been appointed chief consul of Iowa.

L. E. C. W.

At a meeting of the board of officers of the L. E. C. W., held at Nahant, 9 August, by the advice of the committee on rules and regulations, it was voted that the following rule be substituted for what is now Rule II:—

RULE II (*as amended*). Once in each year, thirty (30) days' notice having been given, there shall be held a race meeting, under the auspices of the League, at which meeting suitable League prizes shall be offered. All races to be governed by the racing rules of the L. A. W.

Voted, That the president be authorized to appoint the racing board.

Voted, That the next meet be held in Marblehead, Monday, 3 September.

The badge committee asked further time, which was granted.

The president recommended that the League members of each town and city send in the name of one of its members whom they considered qualified to act on the racing board, from which number so selected the president could appoint the board.

Meeting adjourned.

(Signed) L. H. COLE, *Rec. Sec.*

Transportation.

THE Philadelphia and Reading Railroad will carry bicycles at one-half cent per mile, minimum charge twenty-five cents. The following additional roads will transport wheels free: Chicago and Atlantic Railway, Missouri Pacific Railway, International and Great Northern, Texas and Pacific, St. Louis, Iron Mountain and Southern, St. Louis and San Francisco, St. Louis and Cairo, St. Louis, Alton and Terre Haute. The Chicago and Atlantic adds another trunk line between Chicago and New York, giving free transportation to wheels. The Louisville and Nashville Railroad has issued circulars to agents and baggagemen, taking effect 1 August, instructing them to carry bicycles free in baggage cars, at owner's risk. B. B. AYERS.

CHICAGO, 8 August, 1883.

WHEEL CLUB DOINGS

DETROIT, MICH.—New officers of Detroit Club: President, R. R. Lansing; captain, C. H. Smith; lieutenant, Frank C. Curtis; secretary and treasurer, Burton J. Holcomb. President Bates positively declined to be a candidate or to serve another term. Having held the office and been unanimously re-elected term after term since the first formation of the first club of the State, he urged that it was now time to allow him an honorary retirement as a veteran and give some younger and more active member a chance.

BALTIMORE, MD.—Lafayette Wheelmen: President, A. E. Mealy; secretary and treasurer, W. S. Kuhler; captain, Chas. B. Ludwig; lieutenant, W. S. Buyley.

CLEVELAND, OHIO.—Cuyahoga Wheel Club: Captain, Alex. C. Bates; lieutenant, Chas. King; secretary and treasurer, U. T. Campbell.

THE Lowell Club made a trip to Salem last Thursday and had a run through Lynn and Nahant.

L. W. CONKLING has resigned as secretary of the Chicago Bicycle Club and Samuel H. Vowell was elected to fill the vacancy.

DELAWARE, OHIO.—Rovers' Cycling Club organized 6 August: President, W. Mitchell; secretary, Geo. D. McGuire; treasurer, E. G. Sybrand; captain, J. E. Mitchell; lieutenant, L. J. Mitchell. Nine members.

At the last meeting of the Roxbury Club it was voted to change the uniform to some dark color, and it was also voted to join the League of American Wheelmen in a body. Mr. A. D. Rice was elected color-bearer, and other matters of business transacted.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE. Important.—During the absence of the U. S. chief consul to attend the seventh annual C. T. C. Meet at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Massachusetts State consul C. T. C., 258 Washington street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address on receipt of a stamped and addressed envelope.

MEMBERS wishing to communicate with the chief consul direct can address him until 24 August next, as follows: Frank W. Weston, C. C. C. T. C., care of Bayliss, Thomas & Co., Coventry, England.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of 'cyclists' will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of 'cyclists' will be formed to sail on Saturday, 22 July 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. V. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

APPLICATIONS.—EDMUND H. BROWN, Fisherville, N. H.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

A SUBSCRIBER.—We have never seen the saddle and spring referred to, but can see no particular reason from an examination of the cut why it should be better than a good spring and long-distance saddle.

H. B. SMITH MACHINE COMPANY.—Thanks for favor. Hope to see the Star well represented. Am glad to learn from your Boston agent that the machine is doing so well.

MATCH.—The fellow used on the new light Sanspareil is called Warwick's hollow rim. It is the latest introduction in the way of rims. It is made of a single piece of sheet steel, the two edges being brazed together

NOW READY FOR DELIVERY.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,
Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.
Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,

66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

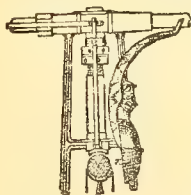
We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

Bags, Saddles, Bugles, Slings,
Cyclometers, Alarms, Ball
Pedals, Parallel Pedals, Knap-
sacks, M. I. P.'s Steel Balls,
Lamps, Rubber and Horn
Handles, etc., etc., etc.

BICYCLES ON THE INSTALMENT PLAN

Having been appointed agents for the Central West ern States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. F. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmeys' Bicyclists' Indispensable.....	\$0.55
" Tricyclists' " .....	.65
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A, B, C of Bicycling .....	.12
Lyra Bicyclica, Poetry.....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicyclist, 1879 .....	.35
'Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets..	.50
Common-Sense Binders for WORLD	1.00

The above will be registered for 10 cts. extra, otherwise sent at purchaser's risk.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

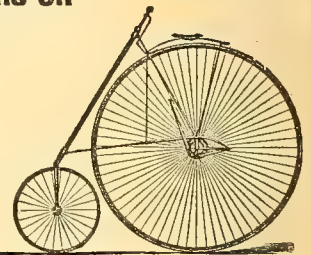
ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 S. No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.



CHAS. R. PERCIVAL,
1291 Washington Street, Boston,
Importer of Various Kinds of
BICYCLES AND TRICYCLES.

(Second-hand machines sold on a commission of ten per cent. No list of second-hand machines.)

REPAIRING, NICKEL PLATING, ENAMELLING, PAINTING.

Parts, Fittings, Stampings,
Drop Forgings, Axles, Hubs,
Hollow Rims, Steel Rims,
Backbones, Hollow Forks,
Brakes, Rubber Tires, Cone
and Ball Rear Wheel Shafts,
Pedal Shafts, etc., etc., etc.

at the bottom; the spokes screw into the bottom and tend to hold the rim together irrespective of the brazing. It is said to be a very stiff and strong rim.

RECORD.—The following are the names of the winners and their records of the B. U. fifty-mile championship: 1879, H. L. Cortis, 2h. 56m. 14-55.1; 1880, H. L. Cortis, 2h. 56m. 11-3-55.1; 1881, G. L. Hillier, 2h. 50m. 50-2-55.1; 1882, Ion Keith-Falconer, 2h. 43m. 58-2-55.1; (this is the record for that distance) 1883, H. F. Wilson, 2h. 46m. 26-3-55.

Last 4th of July our town authorities held a bicycle race; the prizes were medals, and in a spirit of liberality the entries were open to all comers. There is not a professional within three hundred miles of us, and none but amateurs competed; and yet, according to the rules of the race, it was open to all comers, and our boys are afraid that they have made professionals of themselves under the amateur rule. — B. M.

We should say that those who competed had infringed the rule referred to.

KARL KRON.—Thanks for letter. Will continue paper, of course. Should be pleased to learn from you on any topic you think suitable for the *WORLD*.

W. G. McLAUGHLIN.—We know of no work on fancy riding. You must pick it up as others have done.

CONSUL.—We should be pleased to hear from you at any time, and can compliment you on your reportorial brevity. We do not care for long accounts except of important races.

O. M. A.—The Kentucky riders certainly have a good hill to practice on, and we should be pleased to see some of them in Boston and escort them to "our hill."

C. H. LAMSON.—We will try and write you in a few days, giving some suggestions re the luggage carrier.

L. D. COX, Mason City, Ill.—Write to R. P. Gormally, 38 S. Canal street, Chicago, and he will furnish you with the information you desire. We cannot say what the cost of the wheels will be, but the above gentleman can tell you. The use of bicycle wheels would add much to the machine, and the rubber tire would be a great improvement. Please keep us posted, as we are in communication with a firm that desires to handle something for cripples.

JOHN H. PHILIP.—Thanks for letter. We do not think that there is any danger of kidney trouble from riding the bicycle if a proper machine and spring are used. We are experimenting with a new spring on our bicycle, which, we think, will overcome the disagreeable jar incident to a very stiff flat spring. Perhaps some of our medical friends will enlighten our correspondent on this subject. There are good authorities for either "y" short or "y" long.

FIXTURES

Friday, 17 August:
Medina (Ohio) Bicycle Club, tournament, parade, and races.

Saturday, 18 August:
Newton Club, run to Downer Landing for clam-bake.

Sunday, 19 August:
Maryland Bicycle Club, run to Washington.
Tremont Bicycle Club, 3.30 P. M., to Revere Beach.

Monday, 20 August:
Laramie Bicycle Club, to exposition at Denver, Colorado.

Saturday, 25 August:
Tremont Bicycle Club, 5.30 P. M., to Chestnut Hill.
Newton Club, to Corey Hill.

Sunday, 26 August:
Maryland Bicycle Club, run to Bel Air and Churchville.
Tremont Bicycle Club, 10 A. M., to Nahant.

Saturday, 1 September:
Laramie Bicycle Club, to Virginia Dale and Diamond Peak.

Race meeting of K. C. W., Brooklyn, N. Y., entries close 29 August to E. K. Austin, Box 2414, New York. See advertisement.

Montreal Bicycle Club tournament.

Sunday, 2 September:
Maryland Bicycle Club, run to Westminster.

Monday, 3 September:
Columbus, Ohio, tournament of the L. O. W.
Seventh meet of the League of Essex County Wheelmen at Marblehead.

Tuesday, 4 September:
Manchester, N. H., New England Agricultural Society parade and races.
Second day L. O. W. Meet.

Saturday, 8 September:
Maryland Bicycle Club, run to Winchester, Va.

Thursday, 13 September:
Buffalo Bicycle Club, tournament and races.

Saturday, 15 September:
Maryland Bicycle Club, annual run to Springfield.

Tuesday, 18 September:
First day of Springfield Club tournament.

Wednesday, 19 September:
Second day of Springfield Club tournament.

Thursday, 20 September:
Third day of Springfield Club tournament.

Wednesday, 26 September:
Albany Bicycle Club races.

Saturday, 29 September:
Maryland Bicycle Club, run to Philadelphia.
Race meeting of Germantown and Pennsylvania Clubs.

Wednesday, 3 October:
Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Saturday, 6 October:
Boston Bicycle Club, one hundred miles road race, open to all amateurs.

TWENTIETH ANNUAL New England Fair

ON THE GROUNDS OF
THE MANCHESTER DRIVING PARK,
MANCHESTER, N. H.

SPECIAL PREMIUMS FOR WHEELMEN.
TUESDAY, SEPTEMBER 4, 1883.

Grand Bicycle Races, \$200.00 in Premiums.

Grand Parade of Wheelmen at 2.15 P. M., followed by Races open to amateurs only, for which will be awarded the following:—

FIRST RACE—TWO MILES.
3 PRIZES.

GOLD, SILVER & BRONZE MEDALS.

SECOND RACE—ONE MILE.
3 PRIZES.

GOLD, SILVER & BRONZE MEDALS.

THIRD RACE—ONE-HALF MILE.
3 PRIZES.

GOLD, SILVER & BRONZE MEDALS.

BEST TWO IN THREE HEATS.

SWEETSTAKES PREMIUMS OPEN TO WHEELMEN OF N. H.
Single dash of one mile, Society's Silver Medal, \$20.
The Races will be in charge of the Manchester Bicycle Club.

Entries will be free, and should be made on or before Thursday, August 30, with Charles A. Smith, 797 Elm Street, Manchester, N. H., the Secretary of the Club. Bicycle Clubs giving notice to Charles A. Smith, Secretary of Manchester Bicycle Club, prior to Saturday, Sept. 1, stating proposed hour of arrival, will be met at the railway station and escorted to the wheelmen's headquarters at Hotel Windsor.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 52-inch Carver. Balls to front wheels. In first-class condition. Price, \$75. May be seen at STALL & BURT'S, 509 Tremont street.

FOR SALE.—One 52-inch 'Xtraordinary bicycle, pattern of 1881, been run about fifty miles, nearly as good as new; price, 100. M. D. GILLET, Springfield, Mass.

FOR SALE.—A 54-inch Harvard; in good condition; ball bearings; 30-inch handle-bar, \$100. Apply to J. S. DEAN, this office.

FOR SALE.—One 44-inch Cheylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

WANTED.—A second-hand full-nickelled Expert Columbia bicycle, in perfect condition. With full particulars and lowest cash price, address M. O. DANIELS, Ruggles, Ohio.

FOR SALE.—One 56-inch full-nickelled Expert, with dropped and straight handle bars, Hill & Tolman alarm and McDonnell cyclometer, also 58½-inch Yale Racer, with rat trap ball pedals, both machines warranted in first class condition. Make your offers to FRED BINFORD, Pawtucket, R. I.

BICYCLE RACES

THURSDAY, 23 AUGUST,

Held under the auspices of the

LEXINGTON BICYCLE CLUB

AT

Woodland Park, Lexington, Ky.

POSTPONEMENT!

Owing to the failure of the Contractor to complete track in time, the races will be indefinitely postponed.

KINGS COUNTY

Wheelman's Race Meeting,

SEPTEMBER 1, 1883.

\$250.00 IN PRIZES.

Four Events open to all Amateurs.

Half Mile Dash Scratch. One Mile Handicap. Two Mile Handicap. Twenty-five Mile Scratch to beat Record 1 h. 43 m. ½ sec.

Entrance Fee ONE DOLLAR for Twenty-five Mile, and 50 cents for other events,

May be sent to E. K. AUSTIN, P. O. Box 2414, NEW YORK CITY. CLOSING AUGUST 29.

Above races will be held on grounds of Williamsburgh Athletic Club, Wythe Ave., Penn and Rutledge Sts., Brooklyn, E. D., and called promptly at 3.30 P. M. Grounds may be reached from New York via Grand or Roosevelt St. Ferries and Franklin Ave. Cars.

Leaguers, Attention!

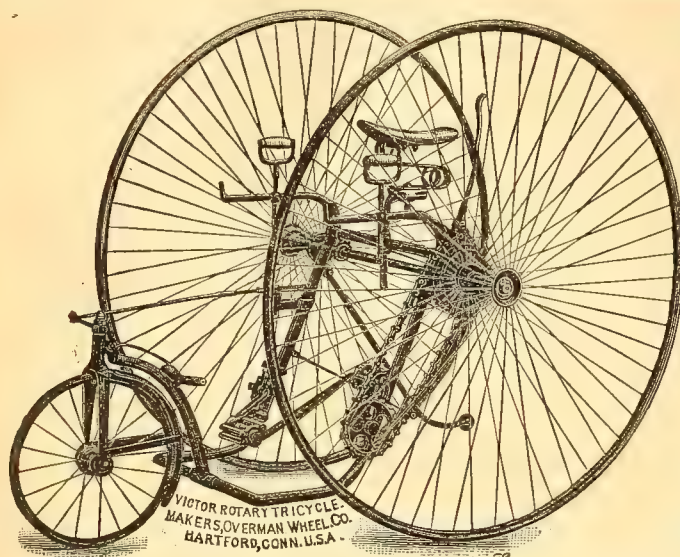
The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,
NEW YORK.



VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable. The first Tricycle ever so made. Front Steering. Double Driving. Bown's Æolus Ball Bearings to all wheels. Frame entirely of Weldless Steel Tubing. Handles Adjustable. Long Distance Suspension Saddle, adjustable up and down and fore and aft. Tires of finest Para Rubber, **compressed** into rim, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity. **Arab Cradle Spring**, fitted to rider's weight. Finished in Harrington's Enamel and gold lines. Handles, saddle post, steering, hub caps, small hub, foot rest, and all nuts and bolts, nickel plated on copper. Weight complete, ready to ride, ninety-two pounds. Saddle bag, spanners, and oiler.

We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market.

PRICE, CRATED, \$160.

Send 3-cent Stamp for Illustrated Catalogue.

Cabinet Photo, 15 Cents.

MADE BY

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat or Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover** or **Hat**; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "**AMERICAN SANSPAREIL**" Roadster, Light Roadster and Racer, and the "**AMERICAN**" Bicycles.

The "**AMERICAN STAR**" Bicycle has small wheel in front, effecting perfect safety.

The "**VICTOR ROTARY**" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 24 AUGUST, 1883.

Volume VII.
Number 16.

BUSINESS & TRAVELLING SHIRTS

To order of French Penang, Madras Cloth, and Flannel, two hundred new and novel designs.

DRESS SHIRTS

Elegantly made and perfect fit guaranteed.

Full Dress Outfits

Including **TIES** and **GLOVES** to match. Dress Studs and Cuff Buttons a special feature.

W. E. PARKER & CO.

Gentlemen's Furnishers and Shirt Makers,
357 WASHINGTON ST., BOSTON.

Down Mt. Washington

— ON A —

VICTOR TRICYCLE,

Twice on same machine, with no damage to riders or tricycle.

C. E. HEATH made the descent in fifty-five minutes, breaking all previous records.

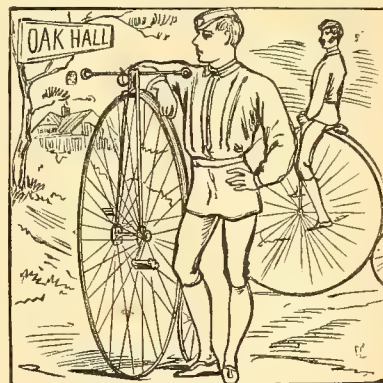
This issafe a road for a VICTOR TRICYCLE.

Send for Catalogue, 3c.

OVERMAN WHEEL CO.
HARTFORD, CONN.

THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

— FACTORIES. —

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,

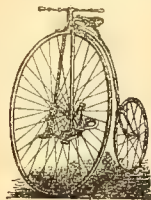
THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamphugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

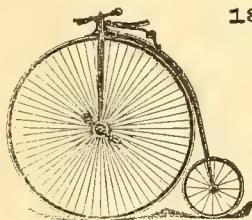
Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,
SOLE UNITED STATES AGENT FOR THE



Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

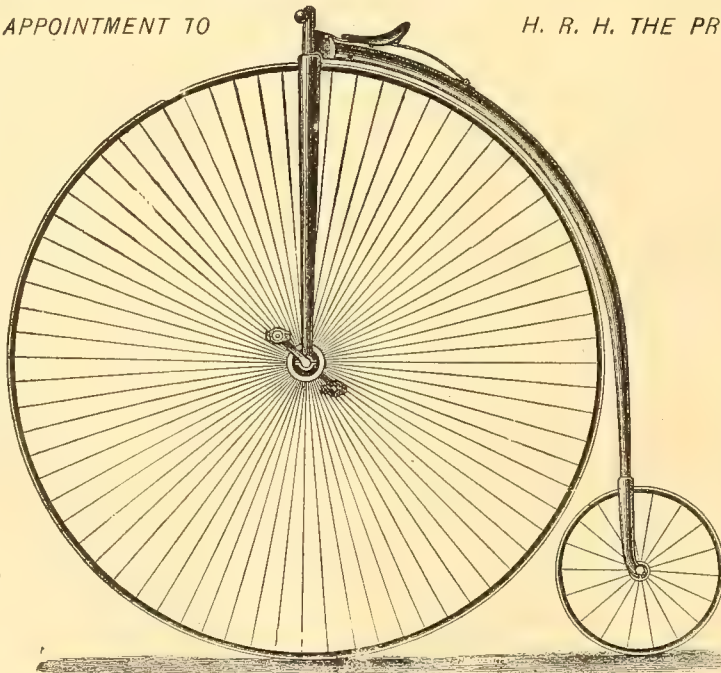
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle
TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—
"CLUB" BICYCLES
AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,
SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY. — H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 24 AUGUST, 1883.

CONTENTS

Editorial: Machines; Notes	189
Correspondence: New Hampshire Roads; Prince's Opinion; The Star; The Organ; Pen Andinck; County Leagues	190
Currente Calamo	191
The Trade	192
'Cycling in San Francisco	192
The Sanspareil	192
Montreal Club Record Broken	195
Hill Climbing Contests	195
Books and Pages	195
'Cycling Institutions	195
Exotic Mems	196
Racing News	196
Wheel Club Doings	198
Notes, Queries, Etc.	198
Fixtures	198

MACHINES.

WE have been deluged of late with letters giving the result of observation of machines on the Canadian tour. There is a strange and unaccountable variance in the conclusions arrived at by the various correspondents. But most of them seem to agree that one make withstood the wear and tear of the tour better than most others. We had, however, received letters giving accounts of the collapsing of this same make on good roads, and

under no severe or unusual strain. Our correspondent, in his account of that famous tour, mentioned, incidentally, that many of the participants rode machines in very poor condition for lack of repairs and attention on the part of their owners. He expressed surprise that any rider should start on a trip of four hundred miles with a machine in such unsuitable condition. If these were the ones that gave out it is not to be wondered at. If these broken-down and neglected steeds gave out, we can easily see how unfavorably they would be regarded when compared with wheels in good condition at the start. We say "if," because we, unfortunately, were not present, and cannot, of our own knowledge, say that these were the ones which proved incapable of carrying their riders through in safety. One correspondent tells of a particular make, of which there were a great number, coming through without a scratch, and another gentlemen writes us that these same machines had many broken handle-bars and pedal-pins. In regard to other makers, we have received the same conflicting reports. In some cases we are able to account for them by the fact that while machines retain the same name, they are, in many respects, not the same machine. The difficulty and expense attending the introduction of a new and unknown machine induces the makers to retain the old name, though the machine may be radically different and greatly improved. It is hardly justice to compare last year's pattern with this, unless no change has been made, and even then one has probably had the additional wear of a season. And, again, it is not just to the maker to compare a machine that starts out in good repair with one that has been neglected, nor one that is carefully and skilfully ridden with one that is abused and knocked about as if was impossible to break it. The life of any machine depends largely on the way it is ridden, and a machine is often condemned and the maker suffers for what he is in no respect to blame. As we have before said, there was one make which seems to have created a very favorable impression on the Canadian tour, and yet this same make breaks down on an ordinary club run. This merely illustrates the fallacy of drawing positive conclusions from one series of tests. Of course the machine which, on the average, turns out the best and seems the strongest, provided it is equally as good in other

respects, is the best machine for the use which result in these conclusions, but there is no make of bicycle or tricycle which is infallible and will not give out occasionally. Because one, two, or three or even a dozen machines of a kind break down, it is not conclusive evidence that every one of that make will do likewise. Latent defects are liable to occur in, any piece of machinery, and no amount of care on the part of the manufacturer can prevent it. Riders are often too hasty in their judgment, and draw too hasty conclusions. We confess that the condition of a large variety of machines after a long and hard pull over the same ground affords data not to be despised, and one is, perhaps, justified in drawing conclusions therefrom. We should not condemn a machine because it does not stand a ride and rider that it was never intended for. A machine built for a light man to use on good roads is not suitable for a heavy rider to tour on over rough highways. A finely-trained trotter, though speedy on the track, would not be able to compete with a good roadster for a day's journey.

And this brings us to what is the "best machine." It is a hackneyed question, asked a thousand times, and will be asked as long as we have more than one kind of machine to choose from. There is no best machine, and every rider must choose his mount as he would a suit of clothes, to suit himself and the use he intends to put it to. After six years of riding and with many changes, we have found what class of bicycle best suits our riding and carries us with the most comfort and the least fatigue, but we would not say that our machine is the "best" for all riders. The weight of the rider, the kind of road, the amount and kind of use the machine is to be put to, must all be taken into consideration by the purchaser.

WE hear, once in a while, a complaint from our readers that they don't find what they want in our columns, and we are often told just what our journal should contain in order to make it interesting. In this respect we do not differ from the general run of our fellows, for the man never was born who did not think he could conduct a newspaper that would be an ideal one. The constituency of a 'cycling paper is constantly changing, for new riders are always coming

info the field, eager for just such information as we have been working over and over for years. These desire hints, suggestions, tips, etc., and the demand must be met, even though the veterans look upon such matter as uninteresting. On the other side, the veterans ask for articles that will not be read by the novices, and still another class ask for oramental reading. We suppose it is unnecessary for us to say that we try to cater to the wishes of all, and to give each class of readers what is desired, but we cannot look into the minds of our friends, and we may at times mistake their wishes. In this connection, we desire to say that our "Notes and Queries" department is open to all, and the questions sent thither often serve as a guide to point the direction of our articles. New riders, who are in want of information about the construction, repairs, etc., of their machines, are invited to use this column, and we shall do our best to supply any information required. Such a course may help them, and we know that it will help us to know our work.

OUR correspondent from Haverhill takes up the gage thrown down by the official organ, and shows wherein a local organization of wheelmen is superior to a large national body. His ideas correspond very largely with our own. What is everybody's business is no one's, and effort concentrated upon a given point is more effectual than if distributed. The L. A. W. takes to itself much credit for opening parks, defending wheelmen, etc., but it will be found that these things have been forwarded by the local wheelmen in nearly every instance, and would have been carried out had there been no League. If a Boston club man goes to a distant city he does not present himself as a League member, but as a member of the Boston, Massachusetts, or other club, and his reception will be the more cordial on account of the greater individuality given him by the local organizations. Let the L. A. W. have credit for all that it has done, but let us not see it seizing the bird that has been beaten from the bush and decrying the hunter for inefficiency.

SECRETARY JENKINS refuses to answer the queries put to the League officials by our correspondent of last week unless that gentleman will come out over his own signature. We do not know wheth-

er he will do so or not, and we cannot blame him if he refuses to put himself up for a target to be shot at by those who now control the League and whose policy it has been to heap abuse upon those who honestly differ with their methods. Our correspondent is an old member of the League and has rendered it valuable service. The League officials cannot afford to ignore him nor to abuse him. We can see nothing in his letter at which offence should be taken, unless the points attacked are weak ones. The simplest way out of the difficulty is a plain and direct answer.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New Hampshire Roads.

Editor Bicycling World:—As L. A. W. consul for Haverhill, I have been asked several times about the roads between here and Exeter, N. H. Will you kindly advise all interested wheelmen that sand is a natural product of the Granite State, particularly the southeast corner, and that the most comfortable road to travel between Haverhill and Exeter is the Boston and Maine Railroad. Fraternally,
J. F. ADAMS, L. A. W. Consul.

Prince's Opinion.

Editor Bicycling World:—I read with great interest your article in the last WORLD respecting Frye's condition in his last race with me. I am certainly of the same opinion as yourself, for I remember saying to Frye in the dressing-room, after the race, that I never saw him look so sick in a race before, and you know I have seen him in many. You will notice that he did not run as fast as in the race before. I am sure that Frye, in good trim, is a faster man than thirty-two for ten miles. I should look for a "hot" race if ever Lewis and I meet again. If it is true what you suspect, I hope the parties will be found out and punished. Lewis is a man well worthy of his steed, and it is no disgrace for any champion rider to be beaten when Lewis Frye is the victor. Yours respectfully,
JOHN S. PRINCE.

WASHINGTON, 17 August, 1883.

The Star.

Editor Bicycling World:—I noted in *World*, 10 August, that "A," in his communication is very free to condemn the "Star," although he says he "dislikes to say anything against this machine."

He says, "perhaps we are prejudiced." I am not the only wheelman that thinks this must be the case, and wheelmen, too, that rides the ordinary bicycle.

I have had the privilege several times during the past year of riding in company with the "Star," when it has been ridden by young riders, and I have yet to see it act as "A" would have us think it did on the Canada tour. I have been favorably impressed with the action of it, even when ridden by beginners. I remember of being on a run with twenty-eight wheelmen; two of them rode "Stars." We were climbing a hill, when at the top two of the ordinaries fell, one on top of the other, and a "Star" behind them turned out and passed the two that were down, and the next behind fell on top of the two first. This "Star" rider had not ridden only five days at the time, and it was his first run with wheelmen. We must admit that it can be turned shorter and quicker than the ordinary. I have noticed that riders of the ordinary are quick to notice the slightest thing that would seem to be an out in the "Star," when the same would be passed over in their wheels as of no account. I am inclined to think that there are good and bad riders on all kinds of wheels. I hope brother "A" will have the privilege of riding with the "Star" when it is well ridden. STELLA.

The Organ.

Editor Bicycling World:—Has our League organ "busted"? I have not received a paper for more than a month, and the rest of the club receive only now and then a copy. We have paid our money, and now we want the "official organ," every number! The WORLD don't fail to put in an appearance every week, and it is received and read with pleasure, too. STELLA.

Pen Andinck.

Editor Bicycling World:—I hardly think the queries of "Pen Andinck" of sufficient importance to require an answer, as the questions involved are well understood by League members. But as long as the writer has your editorial indorsement, I will be very happy, as one of the Board of Officers, to answer his conundrums, provided he will come out like a man and sign his real name to his communication and if you will spare me the space.

I recognize the right of every League member to investigate and criticize its management, but I do not propose to pay heed to the insinuations of a person who is evidently ashamed of his name, even though he has the editorial support of such an influential journal as THE BICYCLING WORLD.

Before closing, permit me to correct an editorial statement. You say, "but it must be remembered that our journal is now the only medium through which the members of the L. A. W. can express opinions at variance with those of the officials." I must beg to differ with you, as the columns of *The Wheel* are always open to League members who choose to use them. I recognize no anonymous statements or communications, and unless a writer can substantiate, with his

own name, what he wishes published, I must of course, in justice to myself and the League, decline to recognize him.

Yours respectfully,

FRED. JENKINS.

Cor. Sec'y L. A. W., and Editor of
The Wheel.

NEW YORK, 20 August, 1883.

County Leagues.

Editor Bicycling World:—Your "esteemed contemporary," the official organ of the L. A. W., in its issue of 10 August, editorially proceeds to bring to book those who have the temerity to form county leagues, and while evidently meaning associations formed in the States, goes over the line and proceeds to sermonize our Canadian friends for our own sins. (?)

The organ says "that county leagues do very well in their way." Thanks for so much. "Their capacity is, in a great measure, limited. So it is,—confined to the county in which it has its being, and doing what it plans to do *thoroughly*." Can the L. A. W. claim as much?

I acknowledge "they have not the precedence," but in this case does that effect their right to existence or work?

"Neither have they the influence." I deny this assertion, and claim that any well-conducted, active, working county league will have more influence in its own neighborhood than the unwieldy L. A. W., and can prove my assertion by calling our friend's attention to the League of Essex County Wheelmen, which was formed in May, 1882, when wheel matters and the L. A. W., were in a decidedly dead condition in this part of the world. We went to work, and the result is a vastly increased interest all over the county. There are thirty-one towns and cities in our county, in thirteen of them we have our executives,—the L. A. W. is represented in only eight. Eight of the remainder we know have resident wheelmen; in three of them we shall shortly appoint executives, and the remainder we hope to reach before the end of the season. The chief consul of the Massachusetts Division L. A. W. cannot reach these riders as we can. He appoints consuls when solicited so to do. We appoint our executives as soon as we have members in a town. We command and get the discounts at our hotels, we arrange for excursions during the riding season, and this season hold a race meeting,—in fact, we live up to our constitution, which says we are "to promote the general interests of bicycling, and to encourage and facilitate to riding." Does the L. A. W. do more?

"They furnish, perhaps, offices for some few, but, apart from a personal gratification of vanity, they amount to little." True, the offices are few. I hold one of them myself; also one in the L. A. W., and the exceptions among our board of officers are those who *do not* hold office in that body; therefore, the amount of personal gratification among us can be better imagined than described.

It is no more than fair that our vanity should be tickled (if hard work brings that balm), for county leagues pay no salaries to their secretaries or treasurers, award no jewels or chromos for members, neither do they force "official organs" upon their unwilling members, nor have they even a suspicion attached of being run in the interest of monopolies. If the columns of the *Wheel* are samples of the "broad and comprehensive views entertained by the L. A. W.," we want none of them.

We have many L. A. W. men in our ranks, and hope the number will rapidly increase, and, personally, will do what can be done for that desirable end. If the proposition comes, "L. A. W. or L. E. C. W.?" the riders of old Essex will stand by the county league every time.

So, while acknowledging the good points of our big brother, proving and accepting (by right) its benefits and doing its work willingly, I claim that the smaller association does more effective work on its own ground, for less money, less squabbling and wire-pulling than any large body of the same kind can possibly do.

Very respectfully,

J. FRED. ADAMS.

HAVERHILL, MASS., 16 August, 1883.

CURRENT CALAMO

THE *Medical News* tells of a new cure for drunkenness. The method consists in making the patient take whiskey in all his food, and drink until he becomes thoroughly disgusted with strong drink. Wheelmen who ride continually for a year or more and then give up their wheels may learn a lesson from this.

WHY doesn't some one break Midgley's record. The moon is now nearly full, and the roads are in good condition.

WE suppose that Everett and Bassett must be credited with the best on record for the tricycle in this country, but it seems a pity that seventy-two miles should be the figure.

If they had only had a 'cyclist waterproof they would not have been compelled to stop on account of the rain.

MESSRS. ROBERT S. MCCALL and Joseph W. McCall, of Kansas City, Mo., are the patentees of an improved bicycle, which is so constructed that the centre of gravity is very low and the vehicle not apt to tilt. By the improvements in the new bicycle, it is mounted easily, and the rider is not liable to be thrown over the front wheel when the same strikes against obstacles.

MR. ZACHARIAH HENDRICKSON, of Syracuse, Ind., has obtained a patent for a velocipede, which, unlike the general run of velocipedes and bicycles, is designed to be steered by the feet and operated by the hands. This machine is provided with three wheels, the front wheel being the driving wheel, while the two rear wheels are pivoted with the frame and connected with the foot-rests

in such a way as to be readily turned, for guiding the machine around corners, etc.

THE parties who went on the long-distance tricycle run last week say that there is n't a good wayside well in Essex County, judging from samples taken. We wonder if the Essex wheelmen take straight drinks.

ALL the members of the Newbury 'Cycle Club ride rear-steerers, and will have no others.

DON'T try to ride through sand unless you have got the sand to do it.

WHEELMEN who wish to go the Point of Pines will find a very good road, after leaving Salem turnpike, at Floyd street, opposite Malden, Revere. The turnpike is somewhat cut up just now, but Floyd street and the beach road are in fine condition. At the entrance to the Pines and in the grounds the wheeling is bad. Oak Island can be taken in on the route, for it is just off the beach road, and the wheeling to it is very good.

ON the 29th of July, Mr. Samuel Hillier, of Cadiz, Ohio, while taking his first road ride, ran off the road into a ditch, and taking a bad cropper, broke his leg below the knee in two places. He is slowly recovering.

CAPT. BECKWITH, of the Citizens' Club, of New York, was riding his 62-inch Expert Columbia on the smooth macadam in Central Park when the backbone suddenly broke and let the captain down. The concussion was considerable, but no serious personal damage resulted to Dr. Beckwith, who, we consider, had a fortunate escape. Capt. Beckwith shows his courage by now riding a 64-inch Club, made for Mr. Schuyler, of Schuyler & Duane, Broadway, New York.

THE rain put a damper on the long-distance run of the Boston Tricycle Club last Thursday. The start was made from the club-house at midnight, and Capt. Everett, Lieut. Dean, and Theodore Rothe, the latter on a bicycle, responded. Mr. Bassett, of the Chelsea Tricycle Club, joined the party at Malden. The first objective point was Newburyport. At Lynn Rothe left the party and forged ahead, determined to make a good day's record. At Beverly Mr. Dean's machine came to grief, and he was forced to turn back. Messrs. Everett and Bassett arrived at Newburyport at 9 A. M. and took breakfast. At 11 the start for home was made. Ipswich was made at 1 P. M., and here a heavy easterly storm set in and the riders gave up the attempt and put up for the night. Record to one o'clock, seventy-two miles. Friday morning a start for home was made. Capt. Everett rode to Salem and took the train for Boston, and Mr. Bassett pedalled home. In the meantime Mr. Rothe was travelling about the country and succeeded in piling up one hundred and sixteen miles during Thursday, up to 7 P. M., having been delayed several hours by the rain.

STODDARD, LOVERING & Co. have

shipped a 54-inch Rudge racer to John S. Prince, and this will be his mount in future races.

A LARGE and beautifully designed lithograph of the grounds on which the great bicycle meet at Springfield is to be held has been issued. It gives not only a comprehensive view of the grounds, but the location of the buildings, tents, etc.

WHEN Biggs saw a man on a bicycle, he looked long and earnestly at the strange sight, and then remarked, with a sigh of relief, "Now I know what they mean when they speak of a fellow as being on the fence. But, my! He gets along mighty fast, though, don't he?" His friend reminded him that the man on the fence generally does get along pretty well. — *Boston Transcript*.

COL. ALBERT A. POPE, president of The Pope Manufacturing Company, arrived home Saturday, from a business and pleasure trip abroad. While in England he attended the Harrogate bicycle meet.

THE club drill contest at the Springfield meet will take place on the homestretch of the mile track, at about ten o'clock on the morning of the first day of the meet. The homestretch at the point where the drills are to be given is one hundred feet wide and five hundred feet long, which will afford ample room for the clubs to show their best movements.

THE Springfield Club offers a medal, valued at about \$80, to any one who succeeds in breaking a record.

THE Citizens' Bicycle Club, of New York, broke ground for their new clubhouse Wednesday of last week, and at their meeting Tuesday night elected five trustees to incorporate the club. A number of applications for membership have been handed in, and the club will soon number sixty active riders.

PROF. WILMOT has signed a contract for a year's engagement with Frank E. Winslow. D. J. Canary has also signed with the same party.

DURING the moonlight run of the Massachusetts Club last Friday night, Mr. Sanborn broke a pedal pin, but did not allow so trifling an incident to turn him back. He kept along with the club, mounting the hills, including the Newton reservoir incline and many others. Those who were with him pronounce his feat as remarkable.

PRESIDENT DUCKER, of the Springfield Club, has ordered of Stoddard, Lovering & Co. three Rudge racers, to be given as prizes in the races at their tournament. The rider winning one of these machines will be given an order on the above firm for any size he desires. These are valued at \$140 apiece.

MESSRS. CLAFLIN and Corey, of the Massachusetts Bicycle Club, recently, while in training, rode from Newton to Wellesley and return, a distance of fourteen miles, in exactly 57m. They were

accompanied by J. W. Byers, of the Newton Club, who proved to be a very good stayer. The machines ridden were all Ridges, and time was taken by a stopwatch.

To cement a tire so that there will be no looseness after long use, plenty of cement and heat must be used. It is not enough for the cement to become sticky and soft, but it must be warmed until it runs like molasses. Then, and not till then, does the tire adhere strongly to the cement. A tire that strips usually comes off without any cement on it. This shows that while the part next to the rim was sufficiently heated, the part next to the tire was not heated enough to hold the rubber.

The Trade.

DEALERS, makers, and inventors will do well to make their applications for space at the Springfield exhibition as early as possible. "First come, first served," is the motto.

As many foreign makers have desired to be represented at the exhibition, but hesitated to send machines on account of the expense in the way of duty, we are pleased to announce that the Treasury Department have made the skating rink a bonded warehouse. Machines can now be sent without paying duty.

WHATEVER may be the opinion of some riders about the Star, it is rapidly making its way in this vicinity, and not a few old crank riders have become converts to levers.

MR. A. D. CLAFLIN, we are informed, will ride a 48-inch Columbia tricycle, geared to 54 inches, in the Springfield races.

PRINCE and Hendee will now be mounted on Ridges, imported for them by Stoddard, Lovering & Co.

THE Cunningham Company received a consignment of Harvard Victor tricycles, but they all found a rapid sale.

A LITTLE ripple was caused in trade circles last week by the suspension of Charles R. Percival, engaged in business in this city.

'Cycling in San Francisco.

MARKET STREET, the macadamized streets in the Mission, Golden Gate Park, and the Presidio reservation were ridden over by H. C. Finkler on a Victor Rotary tricycle during the end of last week and Sunday. The night riding was made safe by two "King-of-the-Road" tricycle lanterns attached in front, which showed up the way for some forty feet. Numerous hills, which had never been climbed or ridden down on a bicycle, were taken with much comfort and perfect ease, the long ones in the reservation particularly. When in the park, Mr. Strong tried this new vehicle, so as to satisfy himself as to its practicability and safety. Mrs. Strong, seeing that it was a family vehicle, tried it, expressing great satisfaction. By this time a little daughter had successfully persuaded her parents that the tricycle

was "fit for all." Judging from the interest taken by the ladies who did and did not try it, an influx can safely be expected. Two gentlemen on Market street received one Saturday, and on the following morning one rode it to the park, and the other partner rode it around in company with the first tricycle for a short time. This Columbia tricycle has quite a number of specialties about its construction, and its being hurried away so quickly made the enormous crowd very suspicious as to its running qualities and rigidity. The large right-hand wheel was all buckled up.

Bicyclers under the lead of Capt. London were practising on Sunday some of their drill wheelings, preparatory to a parade which is in preparation, to take place during the laying of the cornerstone of the Garfield monument.

A double act, sitting on the shoulders of the rider, was indulged in by Finkler and Bennett. It looks rather lofty but very pretty.

The first lieutenant of the San Francisco Bicycle Club intends ordering three Imperial Club tricycles. These, with the Coventry Rotary tricycle, a two-track vehicle which Mr. F. Rider expects every day, will make somewhat of a variety with the two that are at present here.

The Sanspareil Light Roadster.

It has long been a problem with bicycle makers how to combine the features essential to a first-class roadster with that obvious advantage, light weight; very few, indeed, have succeeded at all. Comfort in road riding necessitates large rubbers and rigidity of frame-work; these generally imply more metal, and consequent addition of weight, but that these points can be successfully combined with extreme lightness, Andrews, of Birmingham, has demonstrated in the machine under consideration.

The Light Sanspareil presents several new features to American wheelmen, the most important of which is, perhaps, the hollow felloe. This consists of a single sheet of steel, shaped and lapped at the bottom, where it is securely brazed. It excels its only rival, the Surrey rim, in three points: 1. Strength. 2. Appearance. 3. Double thickness at the spoke-holes. The rubbers are seven-eighths and three-fourths inch, giving the machine larger tires than any other light roadster on the American market. The forks, backbone, axles, and handle-bar are also hollow, the first two elliptically fluted, while the last is detachable and dropped one and one-half inches. The bearings are unequalled for ease of adjustment, double ball to front, single to back wheel. No wrench is needed,—a spring clip is lifted and a notched cap turned until all side shake is taken up.

The spokes are "laced" tangent, adding greatly to the rigidity of the wheels, and are soldered at intersection, which gives additional stiffness. The famous 'Cyclist brake, with lever extending to

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, **34 lbs.** The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.—The Patent Differential Double Driving Axle. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{3}{4}$ -inch and $\frac{1}{2}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $6\frac{1}{2}$ -inch and $3\frac{1}{2}$ -inch; Æolus Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

THE COVENTRY ROTARY AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

THE ROAD QUEEN TRICYCLE.



The cheapest Tricycle on the American market. Rubber Tires; prominent parts Nickelled. \$130. Send for list of thirty second-hand Bicycles and new Bicycles and Tricycles to

GUMP BROS.,
DAYTON - - - OHIO.

B. SCHULENKORF & SON,
Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street,

BOSTON.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE IDEAL BICYCLE,

Manufactured by

R.P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.

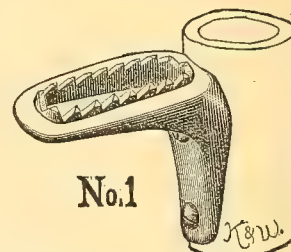
Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

HARWOOD'S SAFETY STEP



No.1

Is made in five styles to fit any machine, without drilling new holes in back-bone.

The Bevelled Teeth prevent tearing the clothing and secures firm foot-hold in mounting.

The safety Flange prevents cutting the leg

in case of a misstep or fall. The cut No. 1 represents the style specially adapted for the Standard Columbia.

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD.
P. O. Box 1252, Worcester, Mass.

THE PERFECTION BICYCLE ALARM.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE BROOKLYN BICYCLE CO. (Limited),

161 & 163 Clymer St., Brooklyn, N. Y.

the end of the bar, of immense power, and the incomparable cradle spring are fitted, making the machine a most luxurious mount for the veteran roadster. It is not necessary, in giving the weight of this machine, to deduct *saddle and pedals*, as some astute manufacturers of excessively heavy machines have done. The Light Sanspareil, 50-inch, ready for the road, weighs thirty-six pounds.

After riding for two years a light roadster with three-fourths inch rubbers, I have given the subject of this article a careful test, and find it to contain many good points never before attained. It is an exceptional hill-climber, as the large tires prevent skidding. IXION.

Montreal Club Record Broken.

ONLY three members turned up at the club-house on Saturday to participate in the announced endeavor to cover more miles in the day than had previously been done by the Montreal Club. These were the captain on a bicycle and the president and vice-president on a "sociable" tricycle. The previous best day's ride was sixty-eight miles; this has now been handsomely beaten, as Captain Low covered 100 miles on Saturday and the couple on the "double" did 80. The start was made at 6.10 A. M., and the route and mileage were as follows:—

	MILES.	TOTAL.
Montreal to Pointe Claire	18	..
Pointe Claire to Lachine	8	26
Lachine to Cote des Neiges	10	36
Cote des Neiges to St. Martin	10	46
St. Martin to Back River	7	53
Back River to St. Vincent de Paul	5	58
St. Vincent de Paul to Back River	5	63
Back River to Montreal	7	70
Montreal to Valois Toll	15	85
Valois Toll to Montreal	15	100

Of the above the "sociable" missed the ten miles from Back River to St. Vincent de Paul and back, and on the last trip from the city only went to Lachine and back, losing another ten miles. The net riding time for the 100 miles for the bicycle was 10½h., and for the eighty miles for the tricycle 9h. For the first forty-three miles the two machines kept together, but after that the "narrow-gauge" got away from the "broad." The result of the ride, however, proves that the capabilities for travelling on either kind of 'cycle are immense.

KRANK.

Hill-Climbing Contests.

THE Manchester (N. H.) Bicycle Club held a hill-climbing contest Wednesday, 16 August, on Wilson Hill, with the following result:—

C. H. Wilkins	1m. 45s.
A. E. Batchelder	2m. 17s.
Moses Sheriff	2m. 18s.
J. N. Pearsons	2m. 32s.
F. O. Moulton	2m. 34s.

The course was one-fourth mile east from a point midway between Ashland and Hall streets, the finish being just above the residence of A. G. Fairbanks, Esq. It was in poor condition for riding, being very dusty and badly broken in

places. The officers of the course were: F. A. Higgins, starter and time-keeper at the start; Will Berry, time-keeper at the finish, and Charles A. Smith, judge at the finish.

THE postponed contest of the Lowell Bicycle Club took place Tuesday, 14 August. The hill selected is on the avenue leading to the residence of Mr. William H. Hope, and is quite steep and gravelly, being an excellent place to test the endurance of the riders. The hill is 250 feet long, crossed in two places by ridges 3 feet wide and 6 inches deep, at 90 and 180 feet from the base. For the first 100 feet therise is 10.72 feet, the second 100 feet 13.18 feet, the last 50 feet 4.6 feet.

Mr. Harry H. Hull was the only one who came near reaching the top, riding to a point 240 from the base.

"After the battle was over" we took a short run about the city. For the first contest of the kind we considered it very successful, and propose to try it again soon.

FRED. A. FIELDING,
Capt. L. Bi. C.

THE Boston Bicycle Club will hold a climbing contest to-morrow (Saturday), at Corey Hill, at 4 P. M. Entries (open to all amateurs) close at noon, with J. S. Dean, this office. A medal will be given to the rider who ascends the hill in the shortest time, and souvenir medals to all who succeed in reaching the top without stopping. No restrictions as to machines, either bicycle or tricycle.

BOOKS AND PAGES

THE September *Wheelman* has just been received, and in the way of illustrations maintains its reputation well, and there is no falling off in the literary excellence of its text. There is, however, a noticeable change in the character of its articles; and the magazine no longer confines itself to 'cycling literature, but devotes considerable space to other sports. One long article is devoted to "Athletics and Gymnastics at Harvard," which, though excellent in itself, inasmuch as but a dozen lines are devoted to bicycling, it seems somewhat out of place in a wheeling publication. Bicycling at Harvard will, however, form the subject of a future article. Lawn tennis has devoted to it four or five pages, and President Bates tells a tale of his boyhood about coon-hunting, neither of which have any connection with 'cycling. The leading article is a nicely illustrated and pleasantly written account of a trip to Andover, Mass., by some one whose initials we do not recognize. "Viator" gives a few meagre hints on the care of machines, and "Minimum" commences a story entitled "Trailing Arbutus." "A Shadow Love," by Charles Richards Dodge, is continued. Rev. Marcus D. Buell contributes an exceedingly sensible and well-written, but short article on "Health as a Pulpit Force." "Karl Kron" is on his old search for a real

good and sensible index, and indulges in some very sensible remarks in "A Colossus of Roads." Referring to the two 'cycling papers, presumably the *Wheel* and the *WORLD*, he calls them to task for not devoting more space to a review of the *Wheelman*, and says, "A monthly review of the articles in the *Wheelman* written by a competent critic, who had carefully read them, and who would intelligently describe them, and honestly bestow praise and censure, might, in my opinion, be made one of the most attractive features of the weekly press." We think perhaps "Karl Kron's" criticism is a just one, and that we deserve it for not giving more space to so excellent a magazine as the *Wheelman*, and having read carefully the September number we are doing our best to honestly criticise it. "Karl Kron" is doubtless right when he says that the *Wheelman* remotely aids the weekly press; we have found that it has in no wise impaired the work of the *WORLD*, but has relieved it of much that was a burden. But to return to our review. J. F. McClure prints in "Cycling 'Round the Circle," observations made during a recent trip west from Boston, and gives some quite interesting facts of the condition of 'cycling in the various cities visited. Several readable and well-written poems grace its pages. The editorials are meagre and not particularly progressive, and one of them on touring is a trifle inconsistent. It tells what we all know, that touring on the bicycle is not what it is in England, and doubts if our English cousins could be induced, with even their love of exercise, to indulge in touring in this country, and then closes with the remark that "if more attention were given to touring and less to racing, the wheeling community would be vastly the gainer." We quite agree with it on the value of touring, but we can see no reason why it should attempt to discourage racing. Its department of "Wheel News" is misnamed, and contains no news at all, nor can a monthly hope to compete with the weeklies in this respect. However, in point of literary and artistic merit, the *Wheelman* is undoubtedly ahead of anything of the kind, and fills a place of its own with ability.

THE *Western 'Cyclist* has not suspended publication, as was rumored, but comes up smiling for the fifth time.

"THE *Cycle*" has reached our table. It is published at Milford, Mass., by Nelson & Fisher, and is issued fortnightly. The first number is bright and breezy and is well printed. Price 75 cents a year.

'CYCLING INSTITUTIONS

PURSUANT to a call issued by Chief Consul Anderson, of Kentucky, League members met at Beddo's, Friday night, 10 August, to form a Kentucky division of the L. A. W. Charles Jenkins was elected tempo-

rary secretary. A constitution, subject to amendment, was adopted. A telegram from Frank P. Searce, president of the Lexington Club, expressing regrets at the inability of the club to be present, was read. Nominations for secretary and treasurer being in order, the following names were proposed: Charles H. Jenkins, N. Crawford, and A. S. Dietzman. A. S. Dietzman was elected. The following membership committee was appointed: Owen Lawson, Newton Crawford, and Frank P. Searce, of Lexington, Ky.

Pennsylvania Division.

THE Pennsylvania division of the L. A. W. held its second meeting on Friday evening, 10 August, in Horticultural Hall, Philadelphia. The attendance was not as large as on the occasion of the initial meeting, but the spirit evinced throughout the evening was fully as enthusiastic as that which distinguished the first meeting. There were present Philadelphia Bicycle Club, three men; Pennsylvania, nine; Frankfort, three; York, one; the Germantown, American Star, Marietta, Scranton, and Alpha Clubs voted by delegates. The time spent in discussing matters relative to a constitution and by-laws was not very productive, and it was ultimately decided by a majority vote to settle the question by a mail vote. The chairmanship of the committee on laws and regulations changed hands from Mr. Wetherill to Mr. Wood, the active member of the Germantown Club. The principal business done at the meeting, however, was the decision of the division to hold a meet at Philadelphia during the fall. The propriety of holding a meet appeared to be a favorite scheme with the Germantown and Pennsylvania Club representatives, who advocated the holding of the meet, if possible, on the same day that they had arranged for their joint fall race meeting, 29 September. Mr. H. B. Hart suggested that as every year the wheelmen of Philadelphia held a local meet, that this year the State division should call one for the same date as the local wheelmen at Philadelphia, and acting on this year's meet, — the fifth annual one at Philadelphia, — use it as a groundwork for a general State meet. The idea met with approbation, as did also the one which would place the race meeting of the above-mentioned clubs on the same date. Having decided on the question of a meet, the meeting had a proposition laid before them by the representatives of Germantown and Pennsylvania, that they would furnish the division with suitable medals as prizes for the one and five-mile events, at their race meeting, providing that they were recognized as the State division championship for those distances for 1883. This offer was accepted by the division. The three-mile League championship may possibly be another feature of this race meeting. I find on speaking to several members of the Pennsylvania Bicycle Club, that some of their members are a little disappointed that the first idea of a club race meeting has developed into the form of a joint general race meeting with Germantown, and they ex-

pressed the opinion that under those circumstances the joint committee made a slight mistake in not, as a matter of courtesy, giving the Philadelphia Club more consideration. Though in reality a non-racing club, they might with propriety, since the race meeting was designed to couple so closely with the division meet, have been consulted more freely and more voice accorded to them than can find vent via their captain as an aid to the chairman of committee on hotels. The whole business has not seen enough daylight yet for me to afford further information, but the committee having the matter in hand have gone to work. There is not much else of any note going on here to communicate, except that the Pennsylvania boys recognize in the "Amende Honorable" of Mr. Hart in the August *Wheelman*, the fact that the omission of "Pennsy's" name in his article was, after all, under the circumstances, a natural kind of error.

NINON NECKAR.

EXOTIC MEMS.

THE Royal Mail people are out with a testimonial from Frank Moore on the merits of their bicycle, and refer to his American performances. It is but justice to state that Mr. Moore rode a Yale almost entirely in this country.

JACK KEEN, a week or two ago, attempted to break all the records from one to twenty miles inside the hour, but failed in covering but 16 miles 990 yards in that time. The *Cyclist* says he is off for New York to run Prince.

ON Thursday, 2 August, Mr. James Lennox, of the Dumfries Bicycle Club, started at midnight to beat the the twenty-four-hour bicycle record, and succeeded in doing so by covering 229 miles. He was mounted on a Rudge.

THE two Whattons, well-known English fliers, ride with bent-back handle-bars, passing back along under the saddle, then turning forward in a wide loop again to the front. The rider's legs work in the loops of the handle-bar and thus the head is left open, and in case of falls one is not pinned down by a long bar.

AN American in England writes us that "there is a tremendous rush on the new C. T. C. uniform, and every one is full of praise for its looks and wearing qualities."

IT is not generally known that the National 'Cyclist Union admits professionals as well as amateurs.

THE 'Cyclists' Accident Assurance Corporation has been formed in London with the object of providing for the insurance against damage by accident to bicycles and tricycles, and also against personal accidents to riders.

PATENTS have been taken out in France, Belgium, and England for a new machine which has such an effective combination of springs, in the interior of the wheel that Belgian pavement gives as

little vibration as good macadam. The weight, moreover, is not increased by this device.

THE Harrogate meet was a complete success, from all accounts, and quite a number of American members were in the parade. The Boston, Massachusetts, and Capital Clubs were each represented in the parade. One of the latter, we presume Mr. H. S. Owen, attracted a good deal of attention by riding a Star.

F. WOOD seems to be the undoubted professional champion, and has just run off with two firsts. Saturday, 4 August, he won the 50-mile championship in 2h. 48m. 10s., beating DeCivry, Howell, Waller, Lees, and others, nine starters in all. The record would doubtless have been lowered but for some jockeying in the fortieth mile. On Monday Mr. Wood won the 10-mile championship in 30m. 52½s.

THE twenty-five-mile Union championship was run at Taunton, Thursday, 2 August, with ten starters, Mr. C. Liles landing a winner, by fifteen yards, in 1h. 22m. 42½s., all making the last lap in 37½s., or 2s. only behind the record.

RACING NEWS

RICHFIELD SPRINGS, N. Y., 11 August. — Half-mile: H. S. Wollison (1), 1.35½; W. W. Cole (2). One-mile: A. B. Prince (1), 3.32½; W. W. Cole (2); Relay race, two miles: H. C. Brown, H. J. Hall, Jr., A. B. Prince, H. S. Wollison (1). Five-mile championship: A. B. Prince (1), H. J. Hall, Jr. (2). All the winners were from Pittsfield.

WATERTOWN, N. Y., 30 July. — Half-mile: C. T. Moffett two straight heats (1) 1.40¾ 1.39. 7 August, second contest: Moffett, 2 in 3 (1), 1.34½, 1.37¾. The race was for a gold badge, representing a bicycle, to be contested for by the amateur bicycle riders of Watertown, the race to be half-mile heats, best 2 in 3, to be won three times in succession before becoming the property of the winner.

COLUMBUS, OHIO. — Second race of Buckeye Club for club medals. Three-mile race: J. P. McCune (1), 12m. 25s½; Fred. T. Flowers (2), 12m. 35½s. Half-mile: D. Krum (1), 1m. 41s; Wm. Neil (2), J. C. Hull (3), no time taken on second and third men. One-mile race: T. T. Tress (1), 3m. 48¾s.; L. B. Lindenberg (2), 3m. 52½s.; D. T. Fisher (3), H. B. Hutchinson (4). Hurdle race, one-fifth-mile, three hurdles: Wm. Neil (1), 1m. 22½s.; C. J. Krag (2), J. C. Hull (3). Hands-off race, one-fifth-mile: D. Krum (1), 55m. ½s.; T. T. Tress (2); J. C. Hull (3).

BALLSTON SPA, 15 August, 1883. — In connection with the Sons of Veterans' picnic, held here to-day, there were two very interesting bicycle events, viz.: a mile dash, in heats, and a three-mile handicap, sanctioned by the L. A. W. 'Cy-

clers were present from Glens Falls, Amsterdam, Troy, and Albany. The three-mile handicap was won from scratch by J. G. Burch, Jr., of Albany, in 12m. 46s., and the mile dash in two straight heats, by W. W. Cole, of Albany; time, first, 3m. 45s.; second, 3m. 33½s. The track is composed of gravel, and was covered with pebbles, rendering fast time impossible. Prizes were gold medals, \$50 and \$25.

ALL arrangements have been completed for the great six-day bicycle race for the long-distance championship of the world, which will take place in Chicago, Nov. 26 to Dec. 1. The race will be under the management of T. W. Eck and Phil G. Dick, of Chicago, and will be open to the world. All letters of inquiry should be addressed to T. W. Eck, care of Phil G. Dick, Jones Lithographing Company, Dearborn Street, Chicago.

THE bicycle races which have in former years been held in connection with the annual exhibition of the New England agricultural fair at Worcester will this year be held on the Manchester Driving Park, Manchester, N. H., 4 September. Extensive preparations have been made for the races, which will be run under the league rules, and will be in charge of the Manchester Bicycle Club. The programme as now arranged is as follows: At 2.15 P. M. a grand parade of visiting wheelmen, immediately after which the following races will take place: Two-mile race for gold, silver, and bronze medals; one-mile race for gold, silver, and bronze medals; one-half-mile race for gold, silver, and bronze medals, best two in three heats; one-mile dash, open to New Hampshire wheelmen only, prize a \$20 silver medal. The entries are free, and should be made before 30 August, with Charles A. Smith, secretary, 797 Elm Street, Manchester, N. H. Visiting clubs notifying Mr. Smith will be received at the depot and escorted to the headquarters.

THE Manchester Bicycle Club has issued the following circular:—

The fourth annual meet and races in connection with the New England Fair will take place Tuesday, 4 September, under the auspices of the Manchester Bicycle Club.

A cordial invitation is extended to the wheelmen of New England to be present and participate in the festivities of the occasion. The general plan of entertainment will be the same as last year at Worcester.

Visitors will be met and escorted from the depot to the headquarters during the forenoon of the 4th.

Railroad fares will be at reduced rates, and admission coupons on railroad tickets will be redeemed by the committee, as a bicycle suit will admit the wearer anywhere in the grounds on that day. Tariff on bicycles, twenty-five cents for fifty miles or less.

Dinner will be served at 11.30, after

which the company will ride to and parade on the park and witness the races.

Please advise the secretary on or before 1 September if you will come, and if hotel accommodations are needed.

C. A. SMITH,
Secy. M. Bi. C.

C. H. WILKINS,
C. A. SMITH,
E. A. MCQUESTON,
J. N. PEARSON,

Committee.

THE race meeting of the Kings County Wheelmen, on 1 September, promises to be a grand success, as the liberality of the club in the way of prizes will doubtless produce a good field of starters. Our Eastern fliers should not miss this chance to secure honor, fame, and good prizes, but should go to New York and bring back to us the twenty-five-mile record, which will doubtless be broken, especially if Claffin and Corey should start. The reputation of the K. C. W. and the gentlemen having charge of the meeting are sufficient guarantee that no efforts will be spared to make it a complete success. Visiting wheelmen may be sure of a hearty welcome. Now, who will represent Boston and the East?

PROGRAMME of races at the Buffalo tournament, Thursday, 13 September, at 2 P. M.: For club members, one mile, two in three; three-mile dash; one-mile dash. For all amateurs, five miles; slow race; fancy riding; double fancy riding; two-mile dash; one-mile tricycle. Entries close on the 12th, at 6 P. M.

THERE will be a State meet of Minnesota wheelmen at Minneapolis, Minn., 30 and 31 August, under the auspices of the Minneapolis and St. Paul Bicycle Clubs. The following programme will be carried out:—

Thursday, 30 August, 1 P. M.—Professional one-mile race, three heats. Purse \$2,000, for international championship, between John S. Prince, champion of America, and H. W. Higham, champion of England.

2 P. M.—Amateur two-mile race, one heat, for championship of Minnesota for 1883. Value of prizes, \$100. First prize, gold medal, \$60; second prize, gold medal, \$40.

6.30 P. M.—Meet at Nicollet House for grand review and parade on Washington avenue, followed by run to Lake Calhoun.

8 P. M.—Wheelmen's complimentary banquet, at Lyndale Hotel, Lake Calhoun, after which a League of Minnesota Wheelmen will be formed if thought desirable.

Friday, 31 August, 2 P. M.—Amateur one-mile race, one heat, open to all Minnesota wheelmen, except winners of first race. Value of prizes, \$100.—First prize, \$40; second prize, \$30; third prize, \$20; fourth prize, \$10.

4 P. M.—Grand review of all wheel-

men on race track, and competitive club drill, for cash prize of \$50.

PROGRAMME of the meet and tournament at Brockton, 3 October.—Five-mile dash, for the championship of Plymouth county and an elegant medal valued at \$75.

Two-mile race, for three prizes valued at \$60, \$30, \$15.

One-mile race, handicap, for three prizes, valued at \$60, \$30, \$15.

One-half-mile race, for prizes valued at \$40, \$25, \$15.

Two-mile dash for Star bicycles, for prizes valued at \$40, \$25, \$15.

One-mile tricycle race, for prizes valued at \$60, \$30, \$15.

One-half-mile dash, without hands, for prizes valued at \$30, \$18, \$12.

Consolation race, one-half-mile dash: free entrance to all who started but did not win a place in any of the above races, prizes valued at \$30, \$18, \$12.

Local club race, one mile dash: each club to be represented by three men. Club prize valued at \$25, and prize to three winners.

Fancy riding, two prizes, valued at \$30 and \$15.

THE Rutland (Vt.) Bicycle Club will hold races the first week in September, in connection with the Agricultural Fair to be held there at that time.

A NOVEL race occurred in Chicago, Sunday, 5 August, between two railroad velocipedes. There are two different kinds of these velocipedes, and both are patented. It seems a great rivalry exists between the two agents here, and both claimed their respective patent was the fastest. One of them works by the foot like a bicycle, only you have to stand up to run it; while the other works by both hand and foot. One of them on Sundays carries the Chicago *Inter-Ocean* newspaper to a summer resort called Geneva Lake, in Wisconsin; while the other one carries the Chicago *Tribune*. The distance is seventy-two miles by railroad, and of course the one getting to Geneva Lake first sells the most papers. (Before I go any further, I rise to explain that trains do not run there on Sundays.) Well, the *Inter-Ocean* representative is a very shrewd, scheming man; he engaged the propelling power and services of the two professional bicycle riders, Messrs. Woodside and Morgan. Knowing the strength of their respective pedal pushers, he knew the defeat of the *Tribune* man was almost a certainty. Sunday morning came, the bicyclists mounted the railroad velocipede and were away in advance of the *Tribune* man; he, however, was in sight, the papers having come out nearly the same time; he had engaged two very strong men; one looked like John L. Sullivan. "Away we went," said the bicyclists, "at a good rate; the wind, we found, interfered with us as soon as we got out of the city; we also had to lift the machine off eleven times for gravel and other local trains to get by before we struck our main line; we had hard work

of it, but were bound to win." And they did, getting into Geneva Lake with the *Inter-Oceans* just one hour and eighteen minutes ahead of the *Tribunes*. — *Cor. of Turf, Field and Farm.*

Editor Bicycling World: — Mr. Higham's "card" is rather premature, inasmuch as several persons are willing to give him races as distances between twenty miles and six days. With the object of reminding both Higham and Prince that they are not the only claimants to championship honors, Woodside has issued a challenge which I hope you will publish, a copy having been sent you. Higham succeeded in deluding a great many people into the belief that he was "champion of England," but there are some who knew a little about affairs on the other side. I wonder where Wood, Howell, James, Keen, Tyre, Waller, and others come in? All of these men can give him long starts at any distance from one mile upwards. The fact is, Higham is champion of nothing, nor was he ever champion at any of the distances he raced Prince. I am at a loss to understand how his challenge to Prince can be brought to bear on the six days' championship that was raced for and won in Chicago last May; the next race will be run in the Exposition Building, this city, commencing 26 November, and any one who is anxious to write himself down "long distance champion of America" must be prepared to win the title, — not by means of free advertisements in the newspapers, but by means of hard work.

I hope after this Mr. Higham will remember that America has a few representatives and that if he is anxious to claim championships here, he must first win them. Yours truly,

SAMUEL A. MILES,
134 West Adams street.

CHICAGO, ILL., 11 August, 1883.

WHEEL CLUB DOINGS

THE Columbus (O.) Bicycle Club was organized 9 August with the following officers: President, C. F. Smith; secretary and treasurer, Henry Sanders; captain, Charles Green; first lieutenant, Joe Newsam.

ON the 8th of August the Urichsville and New Philadelphia (O.) bicyclers invited the members of the Massillon and Cadiz Clubs to visit their towns and take part in a parade and a road ride which were to come off on the 10th. Accordingly, on the morning of the 10th, a representative of the Cadiz Club wheeled to New Philadelphia (thirty-five miles) and was met by Messrs. Taylor, Raiff, and Custer, of N. P., and Mr. Morris Moody, of Urichsville. These five wheeled over to Canal Dover, and were there joined by nine members of the Massillon Club. The party then returned to Philadelphia, where a capital dinner was discussed. After remaining there a few hours they started for Urichsville, which place was reached after an easy run of thirteen miles over a road that was almost perfect. At the Bovey House a choice and palatable lunch was served and partaken of with relish. A parade through the streets of Dennison and Urichsville (which towns adjoin each other) followed, and, after an interesting exhibition of fancy riding by members of the Massillon Club, the party wheeled to the depot, and the visiting wheelmen departed on the evening train thoroughly con-

vinced that though there *might be* a more genial and gentlemanly set of bicyclers than their hosts, they had never yet come across them.

HANNAH C.

CADIZ, OHIO, 13 August.

THE Boston Ramblers Club recently rode to Salem and Marblehead. At the latter place they were entertained by President Chinn and Secretary Shirley, of the Marblehead Bicycle Club, who escorted them to their pleasant club-rooms and to other points of interest in the quaint old town.

THE Massachusetts Bicycle Club had a very enjoyable "mixed" run last Friday evening to Newton, etc. Supper was served at Hotel Hunnewell. The machines on the run consisted of eight bicycles and six tricycles, two of which were Sociables. The tricycles consisted of one Salvo sociable, one Coventry convertible, two Nationals, one Columbia, and one Salvo. All the tricycles were supplied with lanterns and most of them with two, thus producing a very pretty effect. The run was about twenty miles long and quite a stop was had on the reservoir, where several tricycle races were indulged in. The tricycle riders were Messrs. Henry W. Williams, A. S. Parsons, D. E. Devoe, E. W. Pope, F. W. Heymer, S. C. Miller, Chas. F. Joy, and Geo. Pope. All the above, save Mr. Miller, are also bicycle riders.

OLEAN, N. Y. — President, J. H. Allen; vice-president, E. S. White; secretary, E. A. White; captain, W. H. Butler.

THE Nashville Bicycle Club has passed resolutions of respect to their former member, now deceased, Julian E. Spence.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

GEESSE. — Thanks. Will commence tour next week. Sorry we could not do so this.

W. B. ENNIS. — A mixture of four parts lard oil and one part kerosene oil 165° test makes a good burning oil. For each pint of oil add one ounce camphor dissolved in the kerosene before adding the lard oil. Another receipt is sperm and colza oils in equal parts, with a small piece of camphor to make the light white.

AUGUSTUS. — We would not advise you to evade the payment of royalties unless you are prepared to fight should it prove necessary. We don't believe you would have any trouble from a criminal prosecution, but you will find it for your advantage, we think, to pay the \$10 and then grumble as much as you please. You will find it much better to import through a dealer than on your own account.

IXON. — We appreciate the point made and have thought of it ourselves, but as Sam'l of Posen says, "Peensness is Peensness."

HUBERT TEMPLE. — We will speak to one of our club secretaries and have him send you what you desire.

C. H. GRIFFIN. — Either machine you mention would serve you well. We do not feel in a position to editorially recommend one over the other. If you will write us explicit questions of the difference in construction between them we will do our best to give you the information you desire.

NOTE. — A friend of ours who takes many long runs carries a sponge in a cup attached to his machine. He uses this to wipe the perspiration from his face, and says he finds it very refreshing and a great improvement over a handkerchief, which soon gets damp and clammy.

FIXTURES

Saturday, 25 August:
Tremont Bicycle Club, 5:30 P. M., to Chestnut Hill.
Newton Club, to Corey Hill.

Boston Bicycle Club, Corey Hill, climbing contest at 4 P. M., entries close at noon.

Sunday, 26 August:

Maryland Bicycle Club, run to Bel Air and Churchville.

Tremont Bicycle Club, 10 A. M., to Nahant.

Saturday, 1 September:

Laramie Bicycle Club, to Virginia Dale and Diamond Peak.

Race meeting of K. C. W., Brooklyn, N. Y., entries close 29 August to E. K. Austin, Box 2414, New York. See advertisement.

Montreal Bicycle Club tournament.

Sunday, 2 September:

Maryland Bicycle Club, run to Westminster.

Monday, 3 September:

Columbus, Ohio, tournament of the L. O. W.

Seventh meet of the League of Essex County Wheelmen at Marblehead.

Tuesday, 4 September:

Manchester, N. H., New England Agricultural Society parade and races.

Second day L. O. W. Meet.

Saturday, 8 September:

Maryland Bicycle Club, run to Winchester, Va.

Thursday, 13 September:

Buffalo Bicycle Club, tournament and races.

Saturday, 15 September:

Maryland Bicycle Club, annual run to Springfield.

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Thursday, 20 September:

Third day of Springfield Club tournament.

Wednesday, 26 September:

Albany Bicycle Club races.

Saturday, 29 September:

Maryland Bicycle Club, run to Philadelphia.

Race meeting of Germantown and Pennsylvania Clubs.

Boston Bicycle Club, twenty-mile championship race, at Beacon Park, 4 P. M.

Wednesday, 3 October:

Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Brockton, Mass., bicycle and tricycle races.

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A Victor Rotary tricycle, used very little, good as new; owner moving to sand country. Address, T. B. RAYL & CO., Detroit, Mich.

FOR SALE. — A 50-inch all bright Standard Columbia, cone bearings, in good order, with new saddle, and a "King-of-the-Road" lamp; price, \$75.00; sent on receipt of P. O. money order. C. H. DIAMOND, 102 Franklin street, New York.

FOR SALE. — One 44-inch Cheylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

FOR SALE. — One 52-inch 'Extraordinary bicycle, pattern of 1881, been run about fifty miles, nearly as good as new; price, 100. M. D. GILLET, Springfield, Mass.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 212 No. 12th street, Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

TWENTIETH ANNUAL New England Fair

ON THE GROUNDS OF

THE MANCHESTER DRIVING PARK,
MANCHESTER, N. H.

SPECIAL PREMIUMS FOR WHEELMEN.
TUESDAY, SEPTEMBER 4, 1883.

Grand Bicycle Races, \$200.00 in Premiums.

Grand Parade of Wheelmen at 2.15 P. M., followed by Races open to amateurs only, for which will be awarded the following:—

FIRST RACE—TWO MILES.
3 PRIZES.

GOLD, SILVER & BRONZE MEDALS.

SECOND RACE—ONE MILE.

3 PRIZES.

GOLD, SILVER & BRONZE MEDALS.

THIRD RACE—ONE-HALF MILE.

3 PRIZES.

GOLD, SILVER & BRONZE MEDALS.

BEST TWO IN THREE HEATS.

SWEEPSTAKES PREMIUMS OPEN TO WHEELMEN OF N. H. Single dash of one mile, Society's Silver Medal, \$20. The Races will be in charge of the Manchester Bicycle Club.

Entries will be free, and should be made on or before Thursday, August 30, with Charles A. Smith, 797 Elm Street, Manchester, N. H., the Secretary of the Club.

Bicycle Clubs giving notice to Charles A. Smith, Secretary of Manchester Bicycle Club, prior to Saturday, Sept. 1, stating proposed hour of arrival, will be met at the railway station and escorted to the wheelmen's headquarters at Hotel Windsor.

KINGS COUNTY Wheelman's Race Meeting,

SEPTEMBER 1, 1883.

\$250.00 IN PRIZES.

Four Events open to all Amateurs.

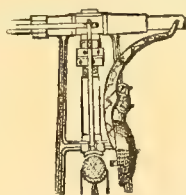
Half Mile Dash Scratch. One Mile Handicap. Two Mile Handicap. Twenty-five Mile Scratch to beat Record 1 h. 43 m. $\frac{1}{4}$ sec.

Entrance Fee ONE DOLLAR for Twenty-five Mile, and 50 cents for other events,

May be sent to **E. K. AUSTIN**, P. O. Box 2414, NEW YORK CITY. CLOSING AUGUST 29.

Above races will be held on grounds of Williamsburgh Athletic Club, Wythe Ave., Penn and Rutledge Sts., Brooklyn, E. D., and called promptly at 3.30 P. M. Grounds may be reached from New York via Grand or Roosevelt St. Ferries and Franklin Ave. Cars.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Send by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Leaguers, Attention!

The Photographs, by PACH, of the recent L. A. W. Parade, are the most successful that have hitherto been made. Size, 11 x 14, about 900 faces.

Price, \$2.00 each.

Special rates to clubs. Send in your orders to

Capt. WILL R. PITMAN,

64 & 66 White Street,
NEW YORK.

THE AMERICAN STAR BICYCLE. A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central West ern States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

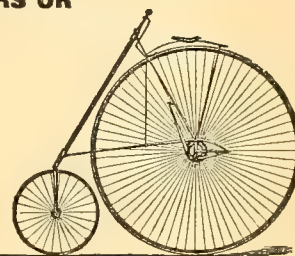
SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. **E. C. HODGES & CO.,** 8 Pemberton square, Boston, Mass.

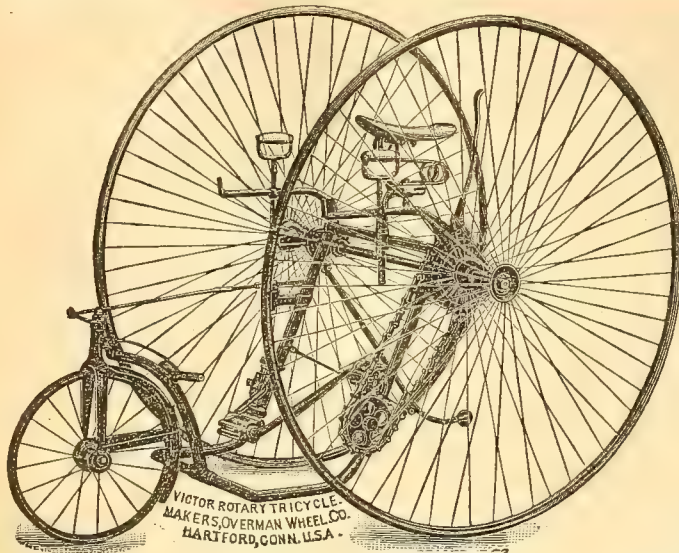
WHEEL LITERATURE.

We keep on hand a supply of the following wheel literature, and will send copies, postage paid, for the sums set against them:—

Sturmy's Bicyclists' Indispensable.....	\$0.55
" Tricyclists' " .....	.65
" Guide to Bicycling .....	.43
Cortis on Training .....	.43
Bicycle Primer, illustrated .....	.10
A, B, C of Bicycling .....	.12
Lyra Bicyclica, Poetry.....	.40
Bound Volumes of WORLD, I. to VI.	2.00
American Bicycler, 1879 .....	.35
'Cycling Sketches	1.00
Photos. of Newport, Boston, and Chicago Meets..	.50
Common-Sense Binders for WORLD	1.00

The above will be registered for 10 cts. extra, otherwise sent at purchaser's risk.





VICTOR TRICYCLES

Were ridden by all the winners in the great
Boston 18-mile road race.

THE RECORDS WERE:

1st. W. W. STALL, 1 h., 27 m., 45 sec. 2d. W. H. EDMANDS, 1 h., 31 m., 30 sec.
3d. J. S. DEAN, 1 h., 35 m., 25 sec. 4th. F. MORRIS, 1 h., 37 m., 20 sec.

"Corey Hill," Boston, up which no tricycle had ever been ridden, was climbed by W. W. Stall on a Victor Tricycle.

C. E. Heath rode a Victor Tricycle from Boston to Chicopee July 31 and Aug. 1. Actual riding time, 14 hours 7 minutes. Distance by road about 125 miles.

*These records prove that the Victor Tricycle is both
staunch and speedy, and that as a practical
road machine it is a great success.*

Illus. Catalogue, 3 cents.

Cabinet Photo, 15 Cents.

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat or Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover or Hat**; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,

BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 31 AUGUST, 1883.

Volume VII.
Number 17.

KINGS COUNTY

Wheelman's Race Meeting,

SEPTEMBER 1, 1883.

\$250.00 IN PRIZES.

Four Events open to all Amateurs.

Half Mile Dash Scratch. One Mile Handicap. Two Mile Handicap. Twenty-five Mile Scratch to beat Record 1 h. 43 m. $\frac{1}{4}$ sec.

Entrance Fee ONE DOLLAR for Twenty-five Mile, and 50 cents for other events,

May be sent to E. K. AUSTIN, P. O. Box 2414, NEW YORK CITY. CLOSING AUGUST 29.

Above races will be held on grounds of Williamsburgh Athletic Club, Wythe Ave., Penn and Rutledge Sts., Brooklyn, E. D., and called promptly at 3.30 P. M. Grounds may be reached from New York via Grand or Roosevelt St. Ferries and Franklin Ave. Cars.

NOW READY FOR DELIVERY.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,

66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.

Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

FACTORIES.

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE M'F'G CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. ~~See~~ If you want a Tricycle send for information, also. ~~See~~

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

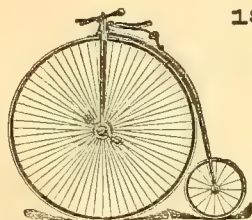
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

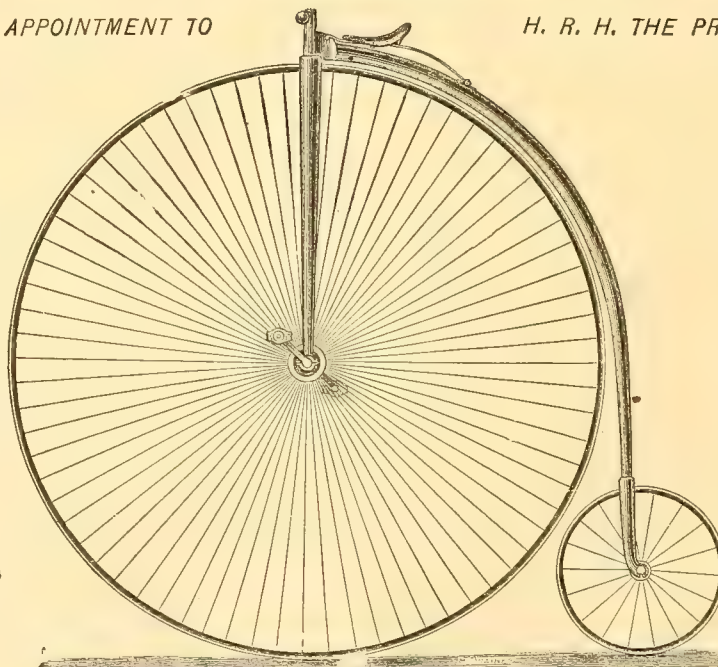
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle

TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

Published every Friday
— BY —

E. C. HODGES & CO.
8 Pemberton Square, Room 12,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-
paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.
ENGLISH AGENCY.—H. Etherington, 152 Fleet St.,
London. Subscriptions received at 10s. per annum,
postage prepaid. Advertisements received and sample
copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday
morning, and addressed to Editor BICYCLING WORLD,
8 Pemberton Square, Boston, Mass.

BOSTON, 31 AUGUST, 1883.

CONTENTS

Editorial: Hotels; Notes	203
Patents	203
Manufacture: The Rudge Light Roadster	204
Correspondence: A Protest; Discrimination; Amer- ican Star	205
Hill-Climbing Contest	206
Record Broken	206
Providence to Boston	207
Montreal	207
Buffalo	207
Chicago	207
Down-East Tour	208
Currente Calamo	208
The Trade	211
Programme of Springfield Meet	212
Racing News	212
'Cycling Institutions	214
C. T. C.	214
Notes, Queries, Etc.	214
Fixtures	214

HOTELS.

NEARLY two years ago we took occa-
sion in an official capacity to recommend
to the League that it choose as head-
quarters the best hotels. We thought
this advisable, especially in small towns,
where the accommodations are such that
the best is none to good. We questioned
the advisability of seeking any reduction
in the price, and advanced the opinion
that it should be of secondary considera-

tion. At that time the only person who
indorsed our opinion publicly was a gen-
tleman, who, though not a League mem-
ber, was as well able as any wheelman in
the country to express an opinion in this
important matter. Whether our sugges-
tion had any weight or not we do not
know, or for that matter care. It is
enough that some consuls are being
criticised for doing just what we suggest-
ed. If we had changed our mind we
would also criticise them, but we have
not, and thoroughly indorse the consuls
who choose the best house of public enter-
tainment in town. We say "town" be-
cause in large cities it may not be nec-
essary to pick out the best hotel, espe-
cially when that means a very expensive
one. The average country inn is such a
poor institution that the best is none too
good; in fact, is usually not good enough.
If second-rate houses are picked out and
made headquarters, the majority of wheel-
men will not go there. In such an event the
whole system would prove a failure. We
quite agree with our correspondent
"Stella," that money does not make the
man, and that all wheelmen are not over-
burdened with riches, but it is doubt-
ful if wheelmen will be content with
poorer accommodations than they are likely
to get even at the best country inn. If, as
our correspondent says, the fact that a
reduction is made in the bill causes the
genial country Boniface to consign his
guest to the "attic," it is not owing to
the selection of the hotel, but because of
the cut rates. If the attic of the best
inn is unpleasant, how much more so
would be the upper rooms of a cheaper
house. To put the matter another way
and quote from "Kol Kron," as he then
(1881) styled himself: "If the League
should thus be the means of ultimately
raising the grade (rather than lowering
the price) of a series of country hotels, it
would perform for the general public a
not insignificant service." Of course the
benefit of the "general public" is not
what the League is supposed to be organ-
ized for, but if it could improve the
accommodations of country inns it would
benefit itself and 'cycling generally,
which is more to the purpose. We think
the League consuls have done right in
selecting the best country inns, but
whether it is wise to ask for a reduction
is a question of policy for the League to
determine. What we want is a place in
every town that wheelmen are likely to
visit where their wants are understood

and will be catered for. Hotel keepers
should understand that 'cyclers want
good, well-cooked food, clean, comforta-
ble beds, and to quote from "Kol Kron,"
that they "have a liking for bath rooms,
or, in lack of them, large washbowls and
pitchers, and plenty of towels; that they
often want their damp clothes dried, and
their dirty clothes washed in very short
order." Don't let us be "penny wise
and pound foolish," or sacrifice cleanli-
ness and comfort for the miserable reduc-
tion of twenty per cent. Don't give
landlords to understand that 'cyclers as a
class don't care what they eat, or where
they sleep, so long as it costs but little.

It was an interesting and amusing
sight to witness the way the Brookline
police ordered carriage drivers off the
road that the hill-climbers might have a
fair chance. One might easily have sup-
posed that horses and carriages had no
right to the public highway. Can it be
that the millenium is at hand? Surely
Boston wheelmen are to be congratulated
upon standing so well with the police
department. It speaks volumes for their
general good behavior.

BEACON STREET, near the foot of
Corey Hill, presented a scene of unusual
interest in the annals of American
'cycling on Saturday. It illustrated bet-
ter than any gathering we have had how
the complexion of wheeling in this coun-
try is changing. A year ago we would
see but one class of machine, but on
Saturday all sorts of mounts were repre-
sented. Ordinaries, Extraordinaries,
Stars, and a Facile represented the bicy-
cles, while in three-wheelers we noticed
Nationals, Victor Rotarys, Coventry
Rotarys, Columbias, and a Salvo. Of
course the riders of the direct crank
bicycle were in the majority, and proba-
bly will be at all such gatherings for a
long time to come.

Patents.

THE following recent patents, issued
from the United States Patent Office, are
reported for THE WORLD by Henry W.
Williams, Esq., solicitor of American
and European patents, 258 Washington
street, Boston:—

No. 283,306, velocipede, Chas. H. War-
ner, assignor of half interest to the Pope
Manufacturing Company, Boston. Has a
convertible direct crank and clutch
driving mechanism.

No. 283,413, velocipede wheel, A. H.

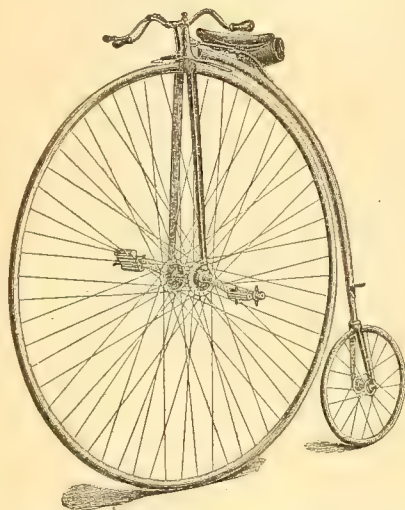
Overman and C. F. Hadley, Chicopee, Mass., assigns to the Overman Wheel Company, Hartford, Conn. A method of applying tires to rims.

No. 283,612, bicycle, Henry Kellogg, New Haven, Conn., constructs an air-tight shell in the back-bone, thus producing an air cushion therein to absorb vibration.

No. 283,697, velocipede, P. J. Branham, Houstonia, Mo., apparently especially adapted for children's use.

MANUFACTURE

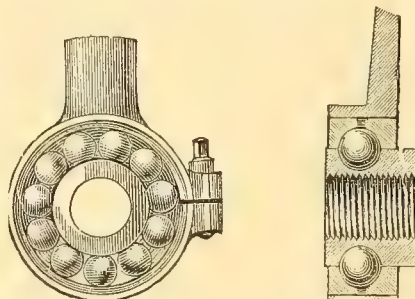
The Rudge Light Roadster.



MADE BY D RUDGE AND COMPANY, COVENTRY, ENGLAND, AND IMPORTED BY STODDARD, LOVERING AND COMPANY, BOSTON, MASS.

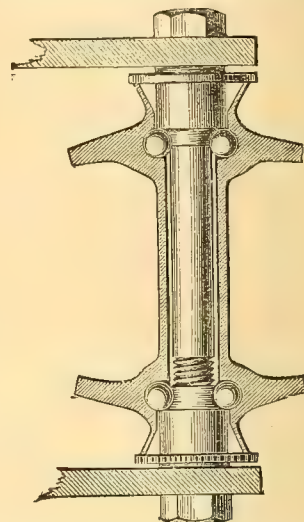
THE demand in this country for a stanch and light machine resulted in placing on the market this spring the machine which is the subject of this article. Though it has been but recently introduced to American riders, it has earned a good reputation and become quite a favorite. It was on a Rudge that Corey climbed the famous hill of the same name, and Hendee won the League championship for 1883 on one of them. Its strength and speed would seem to be well attested, but if more evidence is needed, we might add that Mr. Lennox, mounted on a Rudge, recently scored a best on record, by covering two hundred and twenty-nine miles in twenty-four hours on the road. Indeed, the reputation of the makers is a guarantee of good workmanship and material. In general appearance and beauty of outline it is to be ranked among the handsomest machines. Notwithstanding the generous size of the tires, which are $\frac{1}{2}$ -inch to front and $\frac{3}{8}$ -inch to rear wheels, it is very light, and a 50-inch machine will weigh but thirty-four pounds. The handle-bar is hollow, put through a lug straight, and then gracefully curved in the most approved "cow-horn" fashion. It is held firm by a screw in front of the lug. It is

26 $\frac{1}{2}$ inches long, and neatly tipped with horn. The head is of the ordinary Stanley pattern, with 4-inch centres attached to a very deep and strong neck. The forks, of course, are hollow, and brazed to the head with a considerable shoulder, thus obviating, to a great extent, the disagreeable mud gathering of some modern machines of close build. They are plain and elliptical in section, very light, but strong. The backbone is round, of large diameter, and finished off with semi-tubular rear forks, holding a 17-inch trailer. The spring is plain and flat, sliding on a small plate at the tail-end, and held in place by a neat screw and surmounted by a Lamplugh & Brown long-distance suspension saddle. The brake is the ordinary double lever pattern, held at the bottom by a lug, which is part of the leg guard. The lever handle is curved, and extends nearly to the end of the handle-bar. The cranks are fixed with 4-inch to 5 $\frac{1}{2}$ -inch throw, and, from outside to outside are just 8 inches apart, making the machine very narrow of tread, though the hubs are 5 $\frac{1}{2}$ inches apart. The hubs are of steel, thin of edge, 4 $\frac{1}{2}$ inches in diameter, and very deeply recessed to secure the narrow tread. The step is the ordinary saw pattern, fastened to the backbone by three screws. Thus far our readers will see that the Rudge differs in no very material respect from any first-class machine, and, indeed, it is in the construction of the wheels and the bearings that we find



the greatest variation. The latter are Rudge's "unequalled" ball bearings to both wheels, those to the front being attached to the forks by a headed screw bolt. The accompanying cuts show their construction clearly. They are very similar to Bown's, though the balls are fewer in number and somewhat larger in diameter. The adjustment plate on the side is of steel, not milled, but provided with a small pin, B, which allows the disk to be turned as much or as little as is necessary. The outer case is split, and a neat pin passing through projecting lugs furnishes adjustment, in addition to that obtained concentrically by the plate or disk on the side. The method of adjustment consists

in loosening the lock nut and bolt, which allows the outer core to expand, and releases the side plate, which can then be turned as required. Great care must be used to screw the bolt down tightly, as otherwise the disk is liable to shake loose when the machine is ridden. The



rear wheel bearing is very simple, and its construction is also clearly shown by the annexed illustration. The hub of the wheel is slightly recessed and hollowed out, and in the grooves two sets of balls are inserted. The wheel pin goes through these, and is provided with hardened steel cones slightly hollowed. The adjustment is easily obtained by unfastening the nut on the side where the milled washer is, and then turning the washer until the proper adjustment is obtained. The nut should then be firmly secured. The bearings to both wheels are well made, run easily, and are much used on racing machines. We now come to the wheels themselves, which are extremely rigid and strong. The rims are hollow, and are known as Clement's, are a French invention, and, we believe, are made in Paris. They are made of a continuous tube of steel rolled to shape. It is very similar to the Club, but is of uniform thickness, and somewhat thinner, as well as deeper and narrower. The spokes, sixty to front, and twenty to rear wheels, are tangential, passing from the rim, where they are held by small lock nuts, to the hub, and, lacing through it at right angles, extend again to the rim. Those of the front wheel cross each other twice, once two inches and again five inches from the hubs. At the intersections they are brazed, making a wheel that cannot help being strong, and in which back lash is impossible. Each machine is fitted with ball pedals made by Rudge, and the purchaser has his choice between rubber and rat traps. It is provided with tool bag and wrenches, and is sent out nicely painted in two colors, except the handle-bar, cranks, etc., which are nickelled. The price of a 50-inch machine is \$135.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

A Protest.

Editor Bicycling World:—As one of the oldest members of the Kings County Wheelmen, I cannot but protest against the scurrilous and cowardly attack, in the last issue of the "official organ," against my esteemed friend and fellow-member, Mr. Alex. Schwalbach. The remarks were as uncalled for as they were false. As to their falsity, I think I can satisfy you. The *Wheel*, published on 17 August, spoke disparagingly of Mr. Schwalbach, and stated that the Kings County Wheelmen rejoiced to lose him. The fact is, Mr. Schwalbach resigned *some months ago*, and ever since then we have tried to get him back, and at our last regular meeting, held on 16 August, or before the date of the *Wheel's* remarks, Mr. Schwalbach's name was, by *unanimous* vote, transferred from the veteran to the active list again.

Mr. Schwalbach is one of the oldest riders in New York State, and I can name but few who have done so much for the advancement of bicycling. His standing as a man of business is unquestioned, and those of our club with whom I have conversed on the subject are very indignant at the insult that has been offered to every member of the Kings County Wheelmen by reason of the publication of these slanders, and I think the club, at its next meeting, will probably notice them officially.

For my own part, I should think that a journal claiming to be the official organ of such an august body as the League of American Wheelmen should be above stooping to petty blackmailing, and I would respectfully suggest to Mr. "Ol," or "Owl," to retire, and give the space now wasted on him for the publishing of practicable touring routes or other information that will be of some use to the wheeling community, without working to the injury of individuals. Yours, fraternally,
KINGS COUNTY WHEELMAN.

Discrimination.

Editor Bicycling World:—In a late copy of THE BICYCLING WORLD I notice that one of your correspondents questions the right of the racing board in granting sanction to a race except under League rules, and very properly, too, I think, because if the races are not to be held under League rules, why the necessity of permission from the racing board. Again, when such permission is granted, is it not implied that the racing must be done under League rules, and when such rules are violated should not recourse be had to the board? Should not the board decline to sanction a race or an event

when they know that the race or event is not strictly in accordance with League rules? I do not refer alone to the Pope cup race which excludes the Star, but also to some events now advertised exclusively for the Star, thus excluding the ordinary bicycle.

I know that the makers of the Star machine do not approve of the so called Star races, and while it may be a courtesy to the young Star riders, they do not ask it, preferring to take their chances with their older brethren, nor do they wish to be barred out of other races.

The League should be a protection to the whole fraternity, or the result will be that there will be another League, and the "house thus divided" will not escape the penalty of the old proverb.

I now have in mind a recent case of not only abuse of League rules, but a total disregard of any and all rights under them. I refer to the races at Medina, Ohio, 17 August, 1883. A friend of mine, who reads THE BICYCLING WORLD, noticed in its columns that an Expert Columbia was offered as a prize at Medina for the one-mile race, and thinking he would like to have the machine, caused a dispatch to be sent to the Medina Wheel Club on the 14th, asking if the race for the Expert was for amateurs only, if under League rules, and if open to applicants in New Jersey; to which they replied that the race was for amateurs, starters under League rules, and open to the world.

The young man started to Medina, arriving there on the morning of the 17th and entered for the "half mile," "mile," and "three-mile" races, and, with a Star, responded to his place when called.

After a little confusion and buzzing in the judges' stand he was requested to appear before them, when they informed him that he could not ride; that if he did, the others would not enter.

The additional reasons assigned were that the machine was not a bicycle, and that they were not afraid of its speed, but it might fall and some one might get hurt. The Star rider assured them that it *was* a bicycle, and that he knew how to ride it; but one judge was heard to remark that the Star rider was a stranger, in whom they had no interest, and that they had best rule him out, which they accordingly did.

A nephew of the writer, from Canton, Ohio, improvised an impromptu race right then and there, and the Star rider quickly showed them that he knew how to ride, as he beat their best time some 5½ s. without effort, making his mile in 3m. 11s., which some of them admitted was the best time ever made in Ohio. I do not know as to that, but I am certain that he would have captured all the first prizes, and the conditions of the racing board should require that the prizes be delivered to the fastest runner, and that no machines should be barred out that are admitted under League rules.

Very respectfully,

DE KELLE.

The American Star and Other Wheels.

Editor Bicycling World:—In your issue of August 10 is a statement from "A," of Chicago, that the American Star bicycles, of which three took part in the great Canada tour, frequently fell on the road, bringing down with them other bicycles; that they were unpopular; and that the Star principle is not developed properly in its present construction. To this you reply that this is contrary to the experience of Boston bicyclers, and you have yourself carefully watched the action of the Star this season, and have been favorably impressed with it.

Will you permit me space for some observations? I was one of the Canada tourists and I carefully watched and noted the performances of the Star, and of all other machines used on that trip. The tour was over a route of 400 miles, including not only miles of the best roads, but also two days' riding over probably the worst roads ever ridden over by any considerable party of wheelmen, and an additional half day over a very trying road. This tour, therefore, of twelve days' journeying, afforded a severe road test of machines, and it was made by so large a number of wheelmen that the test was much more general and reliable than could be afforded by testing only a few machines.

Probably every rider approaches a conclusion as to the merits of different machines with more or less bias in favor of his own favorite mount. I shall not deny this bias in my own case; but I shall state facts, and only claim that my great interest in bicycles and bicycling led me to watch the record closely, and to try and set aside any conscious prejudice in forming my judgment. I particularly watched the performance of the Star; and I am compelled to add my testimony to that of your Chicago correspondent, that it was "unpopular"; that its performance did *not* recommend it to the tourists; and that it is a particularly dangerous machine to be mixed in close order with a large party of other machines.

All three of the Stars broke down and had to be repaired. One broke down on the first sixteen miles of smooth and elegant road. This indicates faulty construction, or the use of not the best material. The breakages showed too light a framework; or too poor material used therein; or not the best form of material. This, however, is a defect which the manufacturers can and probably will remedy. Nobody will say that the high-priced, first-class English-made machines—every prominent make of which was represented in our party—are not excellent machines, stanch, durable, strong, and well made. Yet representatives of every one of these, except the Club, suffered breakages or other disasters, showing weaknesses at various points in their construction. These are among the best machines in the world; but, unless I was misinformed by the various tourists, the best machine, in our general opinion, for such a severe and protracted road jour-

ney was neither of these English machines, unquestionably excellent as they are for ordinary use. The Star may be made, by more careful manufacture, and perhaps by the use of hollow frames, at least as secure against breakages as any other machine.

The Stars, undeniably, did have more falls than any other machine. Their riders took no headers, to be sure, but they did fall in every other conceivable way; and when they fell, they were more dangerous to others near them than any other machine. Your hint that this was due to lack of skill in their riders is not correct. Riders of other machines of small experience were not thus dangerous to their neighbors. I have observed the same danger in the Star, when ridden in a crowd, by one of the most expert Star riders in the world, who resides here, and is known to all wheelmen in the United States as a skilful rider on either the Star or the ordinary wheel,—but especially on the Star. The cause is an inherent quality in the Star machine which makes it objectionable in a large procession, while I found its companionship quite safe when but two or three were in company. The reason is, because the control of the Star as to checks of speed, stoppages, and such sudden emergencies as are sure to occur most unexpectedly in a large crowd or long procession, especially on a difficult road, depends *solely* upon its brake. If the machines in front of a Star suddenly check up, or if the Star in a jam is running or is suddenly deflected by an obstruction toward another machine only five to ten feet distant, the Star rider cannot check or stop his wheel till he has had time to seize and apply his brake, and no brake can stop a machine, even after it is applied with ordinary force, until the wheel has run a few feet. The ordinary wheel, on the contrary, always has its rider's feet on the pedals ready to be instantly applied with his utmost force to the ascending pedal, to which force he can also add the brake. This control of the machine by the feet is of the highest value in riding in a crowd in close order; and this control the Star wholly lacks. Give the Star room enough, or only a few wheels in company, and it is a safe companion. But it needs more room than other machines, and hence is dangerous in a crowd riding in close order on the road. When several Stars are running by themselves, I notice that they invariably take more room and are then safe company. I submit that your observations about Boston have not been made under such conditions and in such a large company as to contradict these conclusions.

I observed that the Star riders maintained the pace and made the long rides of the tour with apparently as little fatigue as any. I observed that the Star riders, by stopping to shift their strap-hooks, thereby obtaining increased lever power, ran over heavy sand, mud, and up long and toilsome hills with as much ease

as any,—apparently with more ease, this power being obtained at the expense of speed. On reaching smooth roads, they had to stop again and shift their strap-hooks back to their usual place. There were several long stretches where this facility for changing power was undoubtedly of considerable value.

My opinion was and is that the Star is a fair road machine, with some undoubted advantages; that its defects of construction can be readily remedied; that the tourists are right in their general resolve that, next year, the Stars shall be made to run in a division by themselves, on account of their danger to others when riding in close order in a large company; and that the general result of our experience during the Canada tour did not recommend the Star to those of the party not already Star riders.

PRESIDENT BATES.

Hill-Climbing Contest.

THE Boston Bicycle Club scored another success last Saturday in the hill-climbing contest at Corey Hill. It was the first open contest of the kind ever held in this country, and attracted considerable attention on this account, as well as the fact that so many had tried to reach the top and failed. The day was perfect, but the surface of the hill was in very poor condition. About three hundred people, including about one hundred wheelmen, were present to witness the attempt, and were scattered all along the hill, though the bulk of them were stationed at a point about midway up, where most of the contestants cried "enough." The riders were started by lot from a standstill, with a push-off, as in an ordinary race.

L. W. Morse, of the Columbia Club, drew No. 1, and shortly after four o'clock received the signal to start, and rode at a good pace to a point about four hundred feet up, where the hill grows steeper, and continuing on a little above Prospect street, where he came to a stop.

G. Freese, of Boston, was the next seeker for fame, but only succeeded in riding a few feet beyond Morse.

J. S. Dean, of the Boston Bicycle Club, then tried his luck, and put his faith in a tricycle, but had to succumb to the grade a few feet above the point reached by the two previous bicyclers.

Mr. A. B. Prince, of Pittsfield, Mass., rode very steadily and well, reaching a point about five feet above Dean, and scoring the best of any rider of the crank bicycle.

C. H. Wilkins, of the Manchester Bicycle Club, rode in good style, but failed to get up as high as the others.

Thomas Midgely, the 24-hour record man of the Worcester Æolus Wheelmen, rode strong and well, but did not quite come up to Prince's stopping-place.

W. W. Stall, of the Boston Club, was next seen toiling up the hill on a tricycle at a slow but steady pace, sitting upright and riding very strong. Up he

came, past the point where all others had failed, amid great excitement. He next passed a spot which was interesting to J. F. McClure, of the *Wheelman*, and Dean, of the *WORLD*, as it settled which should pay for the dinners. (The *WORLD* dines with the *Wheelman* this time.) Stall did not seem very much interested in either editor, but tended strictly to business, and reached a point near the summit of the hill.

C. L. Clark, of the Bostons, was trying experiments on a small machine with short handle-bar, but did not do as well as he would have done on his own machine.

Burt Pressy, the son of the inventor of the Star, had his eye on the medal, and thought he could win it on a Star. Up he came, slowly, but steadily past the rise that had floored most of the contestants, to where Stall stopped, gradually increasing his speed right up to the top, and setting the timer and judge a good running pace.

The tenth and last man was H. W. Smith, of the Worcester Æolus Wheelmen, who rode very well indeed, and, next to Prince, rode the farthest of any rider of the crank bicycle.

For the following distances we are indebted to the kindness of Capt. Howard, of the Boston Ramblers:—

Burt Pressy.....	2,300 feet.
W. W. Stall.....	2,100 "
A. B. Prince.....	900 "
H. W. Smith.....	898 "
J. S. Dean.....	895 "
Thomas Midgely.....	895 "
G. Freese.....	888 "
L. W. Morse.....	885 "
C. H. Wilkins.....	870 "
C. L. Clark.....	450 "

Mr. Pressy is the only one entitled to the medal offered by the Boston Bicycle Club to the rider who ascended the hill in the shortest time. As he was the only one who reached the top, no souvenir medals will be awarded.

In case any one should ascend the hill in the future, we will give Mr. Pressy's time from start to finish, which was 4m. 41²/₅s.

The officers were:—

Referee, Abbot Bassett.

Judge at start, W. E. Gilman.

Judge at finish, Freelon Morris.

Timer, C. W. Fourdrinier.

Starter, W. B. Everett.

Record Broken.

ON Tuesday, 7 August, Mr. J. W. M. Brown started at midnight to lower Mr. Lennox's record, made the previous week, of 229 miles in twenty-four hours. After completing 91 miles it commenced to rain, and the rest of the journey he was compelled to ride completely wet through. Part of the journey was against a strong head wind, and, on one occasion he was compelled to walk. Notwithstanding these drawbacks, the plucky rider succeeded in covering 231¹/₄ miles. He was mounted on a 55-inch Invincible or Yale. It is reported that Mr. Brown is not con-

tent, but will attempt in a short time to ride 250 miles in twenty-four hours.

Route from Providence to Boston.

THE best route for wheelmen between Boston and Providence has always been a matter of uncertainty to me, and, I think, to most riders. I therefore desire to mention a ride taken last week by Messrs. F. W. Freeborn, W. S. Slocum, and myself (all of the Massachusetts Club), which may throw a little light on the subject. We had the night before ridden from Providence to Warren, R. I., 12 miles south of Providence, and started from Warren to Boston. Avoiding Providence, we rode to Pawtucket, 14.5 miles, four or five of which were over a magnificent shell and loam road. From Providence riders should start for Pawtucket *via* the "Swan Point" road, distance, I think, about 6 miles. From Pawtucket go *via* Hebronville and Dodgeville to East Attleboro', 8.5 miles, thence to Mansfield, 9.6 miles, thence to Foxboro' Centre, 3.2 miles. A good dinner can be had at the Cacasset House, at the last-named place. From Foxboro' the route is to Walpole, 6.8 miles, Norwood, 4.5 miles, Dedham, 3.2 miles, and thence *via* West Roxbury and Brookline to Massachusetts Club headquarters, 12.7 miles. Road from Warren to Pawtucket fine, with superb views on either side. From Pawtucket to East Attleboro', level and generally good, provided the sidewalks and paths are taken. East Attleboro' to Mansfield, good enough if the rider is sufficiently steady to take smooth ruts and narrow ridges, — on the whole, good for a steady rider, except the last two miles, where most riders would find about one half a mile of walking in sand. Mansfield to Foxboro', fair; sidewalk good portion of the distance. Foxboro' to Walpole, good; Walpole to Norwood superb (we made the four and a half miles in twenty-one and a half minutes; Norwood to Dedham, fine; Dedham to Boston fine, by the following route, viz., take left road just beyond railroad bridge (looking toward Hyde Park) and follow it to West Roxbury village, then Willow street (a little way beyond the post-office), Weld street, South, Grove, Newton, Clyde, left to Warren, right to Heath, Boylston (past old reservoir), Cypress, and through Brookline to Boston. Distance from Warren, R. I., to Boston, 63 miles. From Providence perhaps nine miles less, possibly ten. Thanks are due to the L. A. W. consul at East Attleboro' for courtesies rendered.

HENRY W. WILLIAMS.

Montreal Murmurings.

I SENT you last week an account of our all-day ride on Saturday, 11th inst. This was the first club ride of one hundred miles in a day in Canada, and, if I mistake not, eighty miles is the record for the Sociable on this continent.

We have had a flying visit this week

from Mr. McClure, editor of the *Wheelman*.

The road race to St. Rose on Saturday, 18th, resulted as follows: J. G. Darling first, W. McCaw second, W. J. Farquharson third, R. Darling fourth, J. H. Low fifth. It was a handicap, and Low was conceding from 5 to 15 minutes to the other competitors, and the road being very rough, prevented his overhauling any of them. I was rather amused by a perusal of the column and a half editorial in the *Wheel* the week before last on "Canadian wheelmen and the lack of support on their part to the L. A. W." The writer's arguments "that the C. W. A. could not exert as much influence etc., as the L. A. W. with 3,000 members," might be carried one step further to a recommendation to American wheelmen to support the C. T. C. in preference to the League, as a body of nearly 10,000 men must have more influence, etc., than one of 3,000. It would be just as reasonable, also, to expect British 'cyclists to abandon the C. T. C. and N. C. V. for the L. A. W. as Canadians to drop the C. W. A. for that institution. As for the "dig" at the League officers in Canada, I presume if the League members don't like them they will elect others, and if they do like them all such rhodomontade in the *Wheel* won't prevent their re-election.

As a matter of fact, some of the members of the Montreal Club support the C. T. C., L. A. W., and C. W. A., and should other members of any of those institutions visit us or require information or assistance we would gladly afford it. What more can we do?

With regard to the formation of a Provincial division of the L. A. W. here, we have not got enough members to do it; and it is no wonder if the membership falls off still further, as the chief consul is unable after repeated application to get an official list of members so as to hunt the renewals up.

I should like to draw your attention to the following amendments to the classification of racing men adopted by the Montreal Club since I last wrote, and under which our third annual races on 1 September will be run: —

"Second-class races are open to those who have never won a first prize from scratch except in third or fourth-class races.

Third-class races are open to those who have never won a prize except in fourth-class races"

Ross and Holden have both had mishaps in training, but we hope they will be in "good repair" by 18 September for Springfield.

KRANK.

MONTREAL, 24 August, 1883.

Buffalo Notes.

SITUATED, as we are, at a sort of half-way point between the East and the West, we take a deep interest in bicycling events of both sections of the country, and scan the *WORLD* with close attention for news from all directions. Per-

haps your readers may be interested, likewise, in hearing from our bicycle club, which, we beg leave to assure you, is by no means the smallest or least energetic in the country. Our active membership is now fifty-nine, nearly every one of whom merits the name of active. We last year held our second annual tournament in September, which was largely attended by bicyclers from Canada, Western New York, and Pennsylvania, and attracted an audience of the finest people in our city. This year we have fixed on Thursday, 13 September, for the tournament, and propose to have a grand time. Coming just before the Springfield meet, we hope that all wheelmen who expect to go to Springfield will stop at Buffalo on the way, if from the West; or come here and make their start, if from the East. We offer \$450 worth of prizes, and anticipate warm contests for them.

Since last year our club, like the city, has constantly grown, so that, with our present membership, and a population of 200,000, we look for one of the liveliest tournaments and biggest crowds of the season. In the evening our guests will be tendered a complimentary banquet at the Genesee, where we hope to better our acquaintance with them.

Among the many pleasing 'cycling events in our history none will be longer or more agreeably remembered than the visit of the Chicago tourists in July, at the end of their trip. Rarely will one meet with so many energetic, polite, and gentlemanly men; and we do not expect to ever see a more enthusiastic body of wheelmen than these. It is our hope the tour will be one of the yearly occurrences.

We shall send a delegation to Springfield, and wish all could go.

Yours, very truly, BISON.

Chicago.

THE Chicago Club has got a new secretary. There is nothing of particular interest in this were it not for the fact that the secretary is a very interesting young man and worthy a special notice. The Chicago Club prides itself on its way of doing things and its management, and in capturing a talented, energetic, and brilliant personage to manipulate the scrolls it plumes itself with another feather. Sam Vowell is this individual, and we recommend him to the fraternity as a great ink slinger and a prince of secretaries. Mr Conkling, engrossed in the cares of other business, and, we suspect, a matrimonial venture, finds hardly time to ride a bicycle, much less wielding that which is mightier than the sword for the benefit of the club, hence resigns. We will all attend the wedding in memory of the old times when Conk. used to occupy every office in the club and appal the citizens with his great and only sixty-inch wheel and bull-frog voice. Those were proud and happy days when he was the only sixty-inch man out West so far as known, and so great was this prestige

that the aroma clings about him still, despite the fact that his equals in the city alone are climbing up to nearly a dozen.

We referred to the departure from grace of our president in casting aside his faithful Standard for the cow-motoned 'Xtra, claiming greater safety and equal ease of running. Now comes our honorary member, Mr. Wilkinson, who casts aside the 'Xtra and rides an Expert, claiming greater ease of running and just as much safety. This safety is obtained by placing the saddle far back on the spring. Mr. W. marks the extra ease and hill-climbing ability, and other features more desirable than those of the 'Xtra. A Buffalo gentleman who has long used the 'Xtra says it is his preference, and for short riding is quite as easy as the bicycle, but on a twenty-mile spin the friction tells quite plainly on the powers. He also says it is not so steady for rut-riding, not being so easily handled as the bicycle. Our president denies this, and we know it for a fact that Dr. Pruyn rides as straight as a string on his 'Xtra. The doctor was going to get a Facile, but concluded after trying it that the 'Xtra was far ahead of it. The 'Xtra ought to be the only machine ridden in Chicago now. A new gas company has started up, and huge fissures seam the streets in all directions to receive the new pipes, and one can expect to be plunged into a bottomless abyss any moment; hence the need of a safety machine. The Expert has enough rake on it for this purpose, however, although Expert riders seem to take as many headers as owners of other machines. We heard a fellow remark with a good deal of truth the other day that if a man depends wholly upon his bicycle to prevent falling he will get left—the rake won't save him unless it has the slant of the 'Xtra. Freedom from headers and falls is a knack learned by experience. If this is so, it would seem the extraordinary slant of the Expert lost to its riders that exquisite ease and balance obtainable only by being directly over the wheel, sacrificing to some extent the principle that makes the bicycle such a success—that of having the weight wholly on one wheel and the pivoting point as near under the centre of weight as is consistent with safety. We fail to see where the Expert is any safer than the Premier or Yale.

A compliment to the old gray uniform of the Chicago Club has just been paid by the Detroit Club in adopting our uniform entire—the third club doing this. It has always been objected that the red belt made the costume too racy, and to get over this a black belt was substituted at last meeting, and red stitching taken off the skirt, leaving it plain white. A fight will be made to substitute black head-covering for gray, and then all will be suited.

Much disappointment is caused by the smashing of all negatives taken by Mr. Richardson, the artist on the Canada

tour. He mailed them to Detroit for printing, and insufficient packing caused the destruction. Many fine views were taken by Mr. Richardson that cannot be duplicated, including the picture of Gardiner's Band at Palmyra and the mother of the seven sons. Mr. Perry Doolittle, the Canadian convoy, is quite ill of congestion of the lungs, owing to exposure after leaving the tourists at Toronto, from whence he started on his wheel to Kingston. Many will regret this, for Mr. Doolittle is a very genial and accomplished gentleman, whose many kindnesses and jolly companionship will long be remembered by the Canada tourists. The remaining negatives taken on the tour are in his possession. It was intended to get up all these scenes on cards and distribute. As many of the views are instantaneous ones and show the whole party on the road and in many peculiar situations, the collection will be interesting.

Valentine, Crawford, Shortall, Sturges, Sharpe, and Cowles will represent Chicago at Springfield. B. B. A.

CHICAGO, 14 August, 1883.

The Down-East Tour.

BICYCLING THROUGH MAINE AND NEW BRUNSWICK.

By GEESRE.

No. I.

LIST OF PARTICIPANTS.

J. S. Phillips, Boston, Mass., 56-inch Standard Columbia.
Theodore Rothe, Boston, Mass., 54-inch H. F. Harvard.
H. W. Williams, Boston, Mass., 52-inch Expert.
G. H. Waters, Boston, Mass., 52-inch Sanspareil.
Gilbert E. Chandler, Boston, Mass., 50-inch Expert.
Arthur G. Waterman, Boston, Mass., 50-inch Sanspareil.
Hy. Sandham, Boston, Mass.
E. K. Hill, Worcester, Mass., 54-inch Special Veloce.
G. W. Brooks, Worcester, Mass., 56-inch Expert.
Charles E. Swan, Worcester, Mass., 56-inch D. H. F. Premier.
A. Hammar, Worcester, Mass., 54-inch Standard Columbia.
Thomas Midgely, Worcester, Mass., 54-inch Expert.
Harry Wood, Worcester, Mass., 54-inch Expert.
F. H. Johnson, Brockton, Mass., 56-inch British Challenge.
G. C. Holmes, Brockton, Mass., 52-inch H. F. Harvard.
F. A. Churchill, Brockton, Mass., 50-inch Expert.
E. M. Thompson, Brockton, Mass., 54-inch Club.
C. H. Lamson, Portland, Me., 52-inch Special Veloce.
F. W. Woodman, Portland, Me., 50-inch H. F. Harvard.
F. A. Elwell, Portland, Me., 51-inch Yale.

E. E. Branch, Lawrence, Mass., 52-inch Expert.

D. M. Spooner, Lawrence, Mass., 56-inch Standard Columbia.

Rev. S. H. Day, South Abington, Mass., 50-inch Expert.

Joseph Pettee, Jr., South Abington, Mass., 52-inch Expert.

E. H. Corson, East Rochester, N. H., 51-inch Star.

G. G. Varney, East Rochester, N. H., 51-inch Star.

Clarence H. Dimock, Windsor, N. S., 54-inch Expert.

J. Fred Carver, Windsor, N. S., 58-inch H. F. Harvard.

Karl Kron, New York, N. Y., 46-inch Standard Columbia.

Will. Perham, Paris, Me., 54-inch Standard Columbia.

J. Fred. Adams, Haverhill, Mass., 53-inch Republic.

A. A. Hathaway, Milwaukee, Wis., 58-inch H. F. Harvard.

S. A. Boyle, Philadelphia, Pa., 55-inch Sanspareil.

Eben Fish, Abington, Mass., 52-inch H. F. Harvard.

Howard C. Curtis, Waterbury, Conn., 52-inch Harvard.

George Chinn, Marblehead, Mass., 48-inch Standard Columbia.

[We have a long instalment of this tour in type, but it has had to yield to the pressure on our columns.]

CURRENTS CALAMO

SPEAKING of "kickers" and "cranks," who is the first one to say that the Star cannot climb hills? One might have almost imagined, last Saturday, that Corey Hill was in Worcester, so many of the blue-coated Æolus boys were seen.

THE Missouri Wheel Company succeed Richard Garvey, of St. Louis, Mo., and this week they present a large list of second-hand machines and shop-worn goods, which they offer at very low prices. See their advertisement.

THE Columbia bicycle prize cup, offered by the Pope Manufacturing Company, for competition in amateur twenty-mile bicycle races, under certain published conditions, has been completed and exhibited. It was designed by the eminent artist, Mr. L. S. Ipsen, and made by Shreve, Crump & Low, of Boston, and was expected to cost \$1,000. It has proved, however, in the carrying out of the design, considerably more expensive than that, and has cost \$1,500. It is of solid silver, on a bronze pedestal, beautifully wrought. It is now on exhibition at the store of Shreve, Crump & Low, on Washington street, Boston.

PROF. W. D. WILMOT, the champion fancy rider, has secured as his partner for double acts Fred Sewell, in place of Alden, from whom Wilmot has severed all connection.

THE St. Paul and Minneapolis Bicycle Clubs gave a complimentary banquet to the visiting wheelmen of Minnesota at the State meet last night. We regret that we were unable to be present. The clubs

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2} \times 1$ inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, **34 lbs.** The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts **NICKELLED**. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.—The Patent **Differential Double Driving Axle**. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{3}{4}$ -inch and $\frac{3}{8}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $6\frac{1}{2}$ -inch and $3\frac{1}{2}$ -inch; *Aeolus* Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $5\frac{1}{4}$ -inch Throw; Ball Pedals; Band Brake; Adjustable 7 Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

THE COVENTRY ROTARY AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

THE ROAD QUEEN TRICYCLE.



The cheapest Tricycle on the American market. Rubber Tires; prominent parts Nickelled. \$130. Send for list of thirty second-hand Bicycles and new Bicycles and Tricycles to

GUMP BROS.,
DAYTON - - - OHIO.

B. SCHULENKORF & SON,
Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street, **BOSTON.**



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 ".....	42.00
44 ".....	54.00
46 ".....	60.00
48 ".....	66.00
50 ".....	72.00

With Dropped Handles and Half Nickelled.

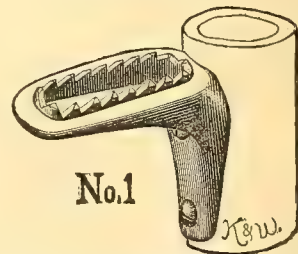
This is what the trade has needed,—a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

HARWOOD'S SAFETY STEP



Is made in five styles to fit any machine without drilling new holes in backbone.

The Bevelled Teeth prevent tearing the clothing and secures firm foot-hold in mounting.

The Safety Flange prevents cutting the leg

in case of a misstep or fall. The cut No. 1 represents the style specially adapted for the Standard Columbia.

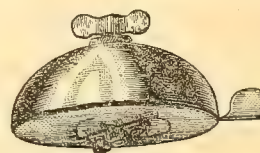
A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular. G. F. HARWOOD.

P. O. Box 1252, Worcester, Mass.

THE PERFECTION BICYCLE ALARM.

Patent Secured.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE SERRELL ALARM CO.

161 & 163 Clymer Street,

BROOKLYN, E. D., N. Y.

have our thanks for the kind invitation sent us.

THE following has been sent us by a well-known wheelmen, we believe a member of the League, who guarantees its correctness. We give it for what it is worth: "Fred. Jenkins, corresponding secretary L. A. W., has been protested for exceeding official capacity, for deliberate falsehood, and for conduct prejudicial to League interests."

THE Rhode Island Bicycle Club was formed at Providence, 23 August. The following officers were elected for the ensuing year: President, F. E. Pope; secretary and treasurer, C. E. Smith. 33 Canal street; captain, Frank E. Gray; lieutenant, William Watson.

In a mile race in Virginia, between Harrison, a bicyclist, and three Indian runners, who had a quarter of a mile allowed them on the mile, the bicyclist won. Each Indian ran a quarter of a mile.

The first tandem sociable imported into this country was received by the Cunningham Company, this week. Boston wheelmen will not have the pleasure of seeing it, as it goes to Oswego, N. Y. We were much pleased with the machine, though we had no opportunity to try it.

THE seventh meet of the old Essex League will be held at Marblehead, Monday, 3 September. After a short wheel through the smoothest streets of the town the line will proceed to Goodwin's Grove, at the Ferry, where the day will be spent in picnic style.

CHAS. A. BOOTH, a professional bicyclist, formerly residing in this city, arrested a few months ago for robbing James Gardner, of St. Louis, of \$2,000, has just been tried in San Francisco, and found guilty. He will reside for seven years in the State prison.

NOTWITHSTANDING the addition of an extra page, we have been compelled to crowd out much interesting matter. We trust our correspondents will bear with us.

WE commence this week an interesting account of the down-east trip, which our readers will doubtless appreciate, as it tells of a tour over roads many of which had never felt before the rubber tire of a bicycle or been scraped by a fallen wheelman.

THE Boston and Albany Railroad refuses to recognize the resolution passed by the G. P. and T. A., and will make no change in its charges for transporting bicycles.

G. L. ROBINSON, of Sheakleyville, and C. B. Shrom, of Greenville, Pa., left the latter place on 21 August for a tour to Chautauqua Lake, Niagara Falls and return, via Buffalo and Erie. The trip is to occupy about two weeks.

"KARL KRON" sailed from Boston, on the 28th, on the steamer New Brunswick,

for Yarmouth, intending to take a week's tour on the bicycle in Nova Scotia.

F. WOOD won the 1-mile championship, beating Howell, in 2m. 56½s., on Saturday, 4 Aug.

AFTER 1 September we can allow but two cents for three-cent stamps sent in payment for periodicals or subscriptions.

THE 'Cyclist' is out with a long leader re the Springfield meet, and recommends English racing men who intend to visit this country and compete with our riders to ask special sanction from the 'Cyclists' Union, on the ground that owing to the difference between our amateur rule and theirs, Englishmen would forfeit their status by racing under League rules.

OUR record-breakers on the road will find the "Cyclist Memoranda," published by C. D. Batchelder, Lancaster, N. H., just the thing to mail from tours to substantiate records.

THE key of a crank often fails to keep the crank from slipping a little on the axle. When by driving in the key the looseness cannot be stopped, the fault lies in the slot on the axle, the slot being so deep that the key does not touch the bottom of it. By pasting a bit of card at the bottom of the slot, the trouble may often be removed.

AN agreement now signing by members of the Missouri Bicycle Club reads as follows:—

"We, the undersigned, believing that the ordinary attire of bicyclers, the knee breeches, is superior to long pants, have determined to adopt them as a costume for wear at all times during the next twelve months from Sept. 1, 1883, providing not less than twenty-five men above the age of twenty-one years shall sign this petition and maintain the dignity of the new departure."

Thus far the petition has been signed by about twelve members of the club. They declare they are in earnest, and propose to wear the knee breeches on all occasions, whatever may be the character of the comments the public choose to make concerning their conduct.

ON the 17th inst., Mr. L. H. Johnson, of Orange, N. J., ascended Eagle Rock Hill on a 56-inch Light Sanspareil. The record now stands: Facile, Victor Rotary tricycle, and Sanspareil.

A BICYCLIST, who wished to exchange his adipose tissue for muscle, went to a well-known physician for advice. "Do you eat butter and fat?" asked the leech. "Yes," said the client. "Well, you must knock off that," returned the doctor. "Do you drink beer and spirits?" continued he. "Yes." "Then you must knock off that." "Do you smoke?" inquired the medical man, feeling for his stethoscope. "Yes." "Then you must knock off that." "What is your fee?" inquired the athlete. "Two dollars," murmured the medical man, with a faint smile of expectation. "Well, you must knock off that," said the candidate for

honors, as he seized his hat and made way for the next patient.

DEALERS and wheelmen are requested to detain any one offering for sale a 50-inch Standard Columbia, ball-bearing bicycle, No. 5.846. It was stolen from H. B. Hart, of Baltimore.

WE have received a letter from John Keen, saying that he will start for America, 1 September, and that he will bring one of the best English amateurs with him, Mr. Robinson, of the Raneleigh Harriers. Papa Weston is doing his best to persuade Howell, Lees, and Wood to accompany "Happy Jack."

The Trade.

THE editor of the *Tricyclist*, we should say, had hardly recovered from the effects of the C. T. C. meet at Harrogate. He says that Col. Pope was mounted on an Expert Harvard. He probably tried to kill two birds with one stone, but forgot to put "Papa" Weston's name in. However, there is little doubt that an Expert Harvard would make an excellent machine.

Wheelmen who are at and about peering into odd nooks and out of the way places, will doubtless see, as we do, an occasional odd contrivance with which some genius is to revolutionize the wheel trade. The latest machine we tried, though for only a couple of blocks, has neither two or three wheels, but four, and rejoices in the name of Brown's Quadricycle. It is a rear steerer of the most radical form, and the rider is almost balanced on the axle as in the Otto. As we intend, if possible, to give it a thorough trial, we will refrain for the present from any further remarks. As a great many of our readers have wondered how a differential gear works, we would advise any one who wishes to master the mysteries of the "box of tricks" to spare no effort to examine this four-wheeler. The gear is similar to Starley's, and is so exposed that its workings are easily seen and readily understood.

There is a new machine in process of construction in this city which contains many novel features, but as it is not finished, we will wait until such time as the inventor is ready to have us describe it, before expressing any opinion in regard to it.

The twenty-nine pound Rudge recently imported by Stoddard, Lovering & Co., for Hendee, is so handsome that it will be a real pleasure for some of our racing men to contemplate its back wheel.

While "Papa" Weston is off to the "old country" speechifying and drinking of the waters (?) of Harrogate, the Colonel (of the Cunningham Company), in spite of extra labor thus thrust upon him, always has a pleasant word to say to those who visit at "Bicycle Corner."

This name is doubly appropriate, now that Stall & Burt have located around

the corner, but we would suggest that the name be changed to "Cycle Corner."

We understand that Lowndes has been told that Rudge & Co. no longer require his services. If this is so, the Coventry Rotary will probably have a rider that often pushed it to the front in grand style.

Henry Sturmev has been tackling the Star, and from all accounts did not master its vagaries very well, but M. D. Rucker, a maker in London, found little difficulty in riding it.

Springfield Meet.

PROGRAMME.

18 SEPTEMBER.—FIRST DAY.

Park open at 8 A. M.

Exposition at Skating Rink opens at 12 A. M. Band concert by C. W. Hutchins's band, 25 men.

A band concert will be given at 12 M. by E. H. Little's brass band, 25 men, on Court square, lasting one hour.

Concert on the Park at 1 P. M., by Colt's band of Hartford and Hutchins's band of this city.

RACES AS FOLLOWS:

2 P. M.—One-mile handicap amateur race.

2.15 P. M.—One-mile tricycle race for the championship of the United States.

2.30 P. M.—The race for the ten-mile amateur championship of the United States.

3.15 P. M.—One-mile ride and run race.

3.30 P. M.—One-half-mile dash.

3.45 P. M.—Two-mile handicap race.

4 P. M.—Two-mile club race.

4.15 P. M.—Two-mile race for Star bicycles only.

4.30 P. M.—A twenty-mile horse v. bicycle race, for which Berte Le Franc will ride twenty miles, using ten horses, against any four bicyclers, each changing every mile.

In the evening there will be a grand illumination, using 5,000 lanterns, calcium lights, colored fire, etc.

Continuous music will be furnished day and evening, by three bands of music, also for the old-fashioned village-green dance.

19 SEPTEMBER.—SECOND DAY.

Park open at 8 A. M.

Concert at 9 A. M. by Colt's band.

10 A. M.—Grand parade, forming on the mile track, and passing out the north gate, cross the north end bridge to West Springfield, countermarch to Springfield, down Main street to Vernon, Water, Howard, and Main to the Park.

The music will be mounted, and one band head each division.

RACES AS FOLLOWS:

2 P. M.—One-mile bicycle race without hands.

2.15 P. M.—Two-mile scratch bicycle race.

2.30 P. M.—Ten-mile handicap race for amateurs.

3.15 P. M.—Tug of war race.

3.30 P. M.—Five-mile handicap bicycle race.

4 P. M.—Twenty-mile race for the \$1,000 Columbia prize cup.

5.15 P. M.—A ten-mile professional handicap race, open to all.

Concluding in the evening with one of the grandest displays of fireworks ever given in the United States.

SEPTEMBER 20.—THIRD DAY.

Park open at 8 A. M.

Club drills at 10 A. M.

RACES AS FOLLOWS:

2 P. M.—One-mile scratch race.

2.15 P. M.—The inter-college contest, five miles, for a \$500 trophy.

2.45 P. M.—Five-mile tricycle race for the fine Overman tricycle and other prizes.

3.15 P. M.—Twenty-mile race for the professional championship of the world and \$1,000.

4.30 P. M.—Race for the amateur 25-mile championship of the United States.

5.30 P. M.—One mile consolation race.

The festivities close in the evening with a grand banquet for visiting wheelmen, at the City Hall; a limited number of tickets for sale, price \$4.00, to be procured of A. L. Fennessy.

The bicycle and tricycle exhibition will be open day and evening at the Skating Rink, and a band of music in constant attendance. The admission will be free to all.

OFFICERS OF THE DAY.

General Director—Henry E. Ducker.
Referee and Official Handicapper—Fred. Jenkins.

Judges—Gilbert H. Badeau, president N. A. A. A., New York; F. A. Egan, president Ixion Bicycle Club, New York; Fred. T. Sholes, Cleveland, Ohio; F. C. Hand, Scranton Pa.

Timers—O. N. Whipple, 329 Main street, Springfield, Mass.; L. H. Johnson, Orange, N. J.; Geo. Avery, Manhattan Athletic Club, N. Y.; Geo. Robinson, Springfield; W. C. Marsh, Springfield.

Scorers—George Taylor, Springfield; Geo. D. Baird, Mahattan Athletic Club, New York; Chas. Haynes, Springfield; Fred. Ripley, Springfield.

Clerk of Course—Charles E. Whipple.

Assistant Clerk of Course—D. E. Miller.

Starter—Henry E. Ducker.

Treasurer—A. L. Fennessy.

Police—W. H. Jordan.

CAMP.

The camp will be located on the Park, and will be ready for occupation Monday, 17 September. The camp will be composed of wall tents, 8x12, each containing four perfection cots, and the only necessary articles for wheelmen to bring will be blankets for their own use.

\$2.50 per day per man.

The tickets for each day will cost \$2.50, which includes admission to the park, camp, cot, breakfast, dinner, and supper.

Tents and cots only cost each man \$1.00 per day.

Meals furnished by Harvey Blunt, of Boston.

The press will be accommodated at special headquarters, and every arrangement will be made to furnish news and statistics of events to the reporters.

RACING NEWS

FINDLAY, OHIO, 15 August.—Three-mile race: Frank Lamkin, first, time, for one and a half miles, 8m. 30s. Did not finish entire distance, at request of judges. Harry Mickey, the only contestant, withdrew at second lap. One-mile, best two in three: Wm. Mitchelle, first, time, 3m. 48½s., and 4m. 17s. Geo. W. Sands, second. No time taken. One-half mile, best two in three: John C. Keller, first, time, 1m. 37s., and 1m. 56½s.

WASHINGTON, D. C., 24 August.—The twenty-mile bicycle race at Athletic Park, was won by H. W. Higham, of England. There were five starters: H. W. Higham, C. J. Young, of Boston, John S. Prince, Thomas Harrison, and Fred S. Rollinson. Higham's time was, Five miles, 16m. 27s.; ten miles, 33m. 47s.; fifteen miles, 53m. 18½s.; twenty miles, 1h. 10m. 20s. Prince came in second, and Young third. Higham and Prince left for Minneapolis immediately after the race.

THE Germantown and Pennsylvania Clubs issue an announcement of their race meeting, and promise a feast of good things for those who enter the contests.

WITH a lot of nine medals to pick from, we hope to see one of them at least on the breast of some one of "our own" Boston flyers. Remember that what the Kings County Wheelmen do they do not do by halves, and that these medals are worth going for.

MR. PRINCE has deposited \$50 in the hands of Mr. Moxley, of the Athletic Park, of Washington, and is ready, and more than anxious, to meet Mr. Woodside, on or about 10 September.

THE Maryland Bicycle Club is again preparing to give its usual Oriole games on 12 September, weather permitting, and will endeavor to make these yearly Oriole events. The programme this fall is the best ever presented to the public, and embraces the five-mile club championship, the owner to win it twice to be its possessor, and a new event, the one-mile State championship. In addition there will be four other events.

THE new bicycle track at Chicago will be opened on Saturday next. The programme will consist of three amateur events, namely (five miles straightaway) one mile, best two in three, and a five-mile (open to Star machines only). There

THE JOINT RACE MEETING OF THE GERMANTOWN AND PENNSYLVANIA BICYCLE CLUBS

Will be held Saturday, 29 September, 1883, at The Gentlemen's Driving Park, Philadelphia,

AND WILL COMPRISE THE FOLLOWING EVENTS:

3-Mile L. A. W. Championship of America.

1 and 5-MILE PENNSYLVANIA STATE CHAMPIONSHIPS,

Open to Pennsylvania L. A. W. Members only.

$\frac{1}{2}$ -MILE JUNIORS' RACE, Boys under 16.

2-MILE HANDICAP, 200 Yards limit.

1-MILE TRICYCLE, Handicap.

1-MILE CLUB RACE, Pennsylvania Club only.

1-MILE NOVICES' RACE, for those never having won a First Prize.

150 YARDS SLOW RACE.

HANDICAP, 15 Yards limit.

FANCY RIDING CONTEST.

"THE WHEEL" 1-MILE CONSOLATION RACE.

ENTRANCE FEES.—\$1.00 to Championships; 50 cents to other events. To be sent to

T. HOWARD WRIGHT, Chairman, 232 Walnut Street, Philadelphia, Pa.

Entries close 25 September, 8.00 P. M.

Handsome Gold and Silver Medals in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

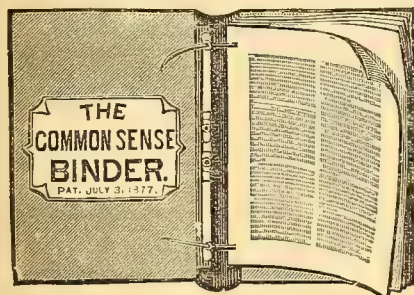
IN THE MORNING OF SAME DAY WILL BE HELD THE

First Annual Meet Pennsylvania Division L. A. W.!

AND FIFTH ANNUAL MEET PHILADELPHIA WHEELMEN.

FOR PARTICULARS ADDRESS

C. M. MILLER - - - 1126 Walnut Street, Philadelphia, Pa.



Price, \$1.00 Post-paid.

FOR SALE

E. C. HODGES & CO.

8 Pemberton Square, Boston.

LYRA BICYCLICA.—FORTY POETS ON
The Wheel, by J. G. DALTON. Very amusing
raid on the sentimental poets, and the most peculiar and
audacious humorous verse of the century, by the oldest
of the earliest wheelmen in America. Cloth, 110 pp.
Sent post paid for forty cents. E. C. HODGES & CO.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 54-inch Harvard; in good condition; ball bearings; 30-inch handle-bar, \$100. Apply to J. S. DEAN, this office.

FOR SALE.—A Coventry Convertible tricycle, can be used either single or for two riders at will, fitted with both seats and long-distance saddles and extra seat for child, ball bearings all round, pedals included, adjustable handles and everthing first-class; cost \$225 without extras, will sell complete for \$175. Address, W. B. EVERETT, 338 Washington street, Boston.

FOR SALE.—One 51-inch nickel and painted American Star bicycle; this machine is perfect in every respect and has been run about two hundred miles; price, \$60. CHARLES FISK, 387 Main street, Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled Expert, good as new; will guarantee that it has not been run more than seventy-five miles; price, \$125; am obliged to sell on account of ill-health. F. H. ALDRICH, 32 West Bridge street, Springfield, Mass.

FOR SALE.—A 54-inch Club bicycle, half-nickelled, ball bearings, in good condition, cost \$137.50; will send on receipt of P. O. money order for \$75; dirt cheap; want money. C. HERBERT DIAMOND, 102 Franklin street, New York.

BARGAINS.—My 57-inch Yale, light roadster, ball bearings everywhere, eleven stone cradle-spring, long-distance saddle, Excelsior cyclometer (made to order), and Challis stop-bell, Harrington's enamel (black) all over; prime condition, except tires, which are somewhat worn. Also, 53-inch, same make and same extras, except rear cones, nine stone spring and full-nickel finish; both machines are guaranteed in perfect order, and will be sacrificed. L. H. JOHNSON, Orange, N. J.

FOR SALE.—A Victor Rotary tricycle, used very little, good as new; owner moving to sand country. Address, T. B. RAYL & CO., Detroit, Mich.

FOR SALE.—One 44-inch Cheylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

FOR SALE.—One 52-inch 'Extraordinary bicycle, pattern of 1881, been run about fifty miles, nearly as good as new; price, 100. M. D. GILLET, Springfield, Mass.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

MISSOURI WHEEL CO., 12 St., near Olive, St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

will be also a purse of \$250, for a twenty-five-mile professional race. The contestants will be W. M. Woodside, Albert Shock, of Chicago, and W. J. Morgan. The purse will be divided: \$200 to first, \$20 to second.

THE Peoria (Ill.) Fair Association will hold a race at its fair 7 September. Mile heats, best 3 in 5. Prizes: Expert bicycle, \$150; diamond badge, \$25; Hub lamp, \$10.

L. O. W. RACE meeting, Tuesday, 4 September, Columbus, Ohio. Entries to be made with C. J. Krag, corresponding secretary. One hundred-yards slow race, one-half mile, one-fifth-mile obstacle race, five-mile race, one-mile championship and one-mile consolation race.

THE Kings County Wheelmen's elegant medals for the races they give on Saturday, 1 September, are the attraction in Brooklyn just now.

MR. W. R. CRAWFORD, of the Chicago Bicycle Club, has left for Springfield, Mass., to train for the intercollegiate bicycle race of five miles, next month. He belongs to the Yale College Bicycle Club. — *Courier*.

Mr. Crawford is not a member of Yale College yet. He enters this year, and he cannot compete in the intercollegiate contest.

RACES were announced to be held at Pittsfield, on Wednesday of last week, but they did not come off on account of the action of L. A. W. Consul Atwood. The Brooklyn *Sunday Courier* says: Consul Atwood objected to the attire worn by Mr. Edward Pettus and H. J. Hall, Jr., the Brooklyn bicyclists. He said the close-fitting Knickerbockers were improper, and demanded that they wear stockings. Their dresses were strictly in accordance with the racing rules of the L. A. W., and such as are generally worn by racing men. Mr. Pettus wore his usual suit, a worsted Jersey without sleeves, and tights that came three inches below the knees, with half hose and racing shoes. Hall was similarly attired. Messrs. Pettus and Hall asserted their right, according to the L. A. W. rules, to ride in the race, but as it was under the Pittsfield Driving Park Association's supervision, it was thought best not to protest. Charges have been submitted to the proper officials of the League, that Atwood exceeded his authority as a League officer, and that while acting in the capacity of such his actions and conduct were unbecoming a gentleman.

EDWARD PETTUS has challenged Prince, of Pittsfield, Mass., to ride from five to twenty-five miles for a \$100 medal.

'CYCLING INSTITUTIONS

THE third annual meet of the League of Ohio Wheelmen will be held in Columbus, Ohio, Monday and Tuesday, 3 and 4 September. The first day will be

devoted entirely to business connected with the League. It is intended at this meeting to form a permanent division of the L. A. W. and the advisability of combining the L. O. W. and the State Division will be considered. On Tuesday the day will be taken up with pleasure. The morning will be devoted to the parade, the afternoon to races, and the evening to a banquet at City Hall, and a fancy riding and club drill competition. We regret that space will not permit us to print the very full and complete programme that has been issued. We also regret our inability to accept the kind invitation we have received to attend the banquet.

STANDING COMMITTEES, Massachusetts Division, L. A. W.: Finance, F. S. Pratt, Worcester, chairman; S. E. Green, Worcester; J. Fred. Adams, Haverhill. Meetings, H. E. Ducker, Springfield, chairman; W. B. Everett, Boston; Geo. Chinn, Marblehead. Railroads, A. S. Parsons, Cambridgeport, chairman; C. L. Clark, Newton; G. L. Brooks, Worcester.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE. Important. — During the absence of the U. S. chief consul to attend the seventh annual C. T. C. Meet at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Massachusetts State consul C. T. C., 258 Washington street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address on receipt of a stamped and addressed envelope.

MEMBERS wishing to communicate with the chief consul direct can address him until 24 August next, as follows: Frank W. Weston, C. C. T. C., care of Bayliss, Thomas & Co., Coventry, England.

THE ANNUAL HARROGATE MEET. — This important and enjoyable annual gathering of cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of cyclists will be formed to sail on Saturday, 22 July 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM. — Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK — Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. L. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

APPLICATIONS. — F. E. Du Bois, West Randolph, Vt.; G. F. Marsden, M. D., Red Bank, N. J.; Chas. W. Spooner, Bridgeport, Conn.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

C. B. S. — Most racing men use a plain flat saddle tilted up considerably behind. If the ordinary form of racing saddle does not suit you, we cannot advise you what to buy. You say you use the Yale saddle, but this does not give us much information, as several kinds are sold with the Yale. Write to any dealer to send you an out-and-out racing saddle, or if you like, we will pick out a saddle for you as we would for ourselves, and, if possible, send it subject to approval.

W. L. MENAUGH. — You are right in thinking that

a patent on bicycles expires in November. Presume you mean the Lallement patent, the reissue of which was recently declared void, but is still in court, we suppose, as the plaintiff in that case has filed a petition for a rehearing. We doubt very much if in any case the price of the ordinary bicycle will be materially reduced; at best \$10 only would be knocked off. We would advise you to write to H. Kittredge & Co., Cincinnati, Ohio, and see if they will not supply you with the machine you want on the instalment plan. Perhaps you could manage the matter that way. We are sorry we cannot give you more encouragement, but these are the facts.

F. A. ELWELL. — Sorry you could not send cut of route, but will make the most of it. Sorry to hear of your sickness, but trust you will soon be as hearty as ever.

J. S. GIBSON. — The man that made our shoes is C. H. Kennedy, 547 Shawmut avenue, Boston. If you write to him he will, doubtless, tell you what measurements to send, etc. Be sure and have double-sole and a tongue if the shoe is to be used for road riding. If for racing, he will know what you want, as he has made shoes for Prince and other racing men. There is a description of a similar shoe in "Sturmeys' Indispensable," called Halliwell's "Cyclist Shoe."

L. B., 1805. — We cannot give a positive remedy without seeing the machine, but would recommend you to insert a rawhide washer at the centres. Take a small piece of rawhide about the size of a cent, cut a little hole, insert it under the lower cone, then screw down tight and work the wheel from side to side until the washer becomes fitted; then adjust properly. If this don't answer, let us know, and next time tell us what kind of a head your machine has, — being 1881 pattern, we presume the Humber.

BEN. F. STELLA AND OTHERS. — Your communications being of interest to League members only, we would recommend that they be sent to the "official organ," where they will, doubtless, be received and published as stated by the corresponding secretary in a recent issue of THE WORLD.

FIXTURES

Saturday, 1 September:
Laramie Bicycle Club, to Virginia Dale and Diamond Peak.

Race meeting of K. C. W., Brooklyn, N. Y., entries close 29 August to E. K. Austin, Box 2414, New York. See advertisement.

Montreal Bicycle Club tournament.
Chicago, Ill., opening new bicycle track, amateur and professional races.

Sunday, 2 September:
Maryland Bicycle Club, run to Westminster.

Monday, 3 September:
Columbus, Ohio, tournament of the L. O. W.
Seventh meet of the League of Essex County Wheelmen at Marblehead.

Tuesday, 4 September:
Manchester, N. H., New England Agricultural Society parade and races.
Second day L. O. W. Meet.

Friday, 7 September:
Peoria, Ill., races at fair.

Saturday, 8 September:
Maryland Bicycle Club, run to Winchester, Va.

Wednesday, 12 September:
Baltimore, Md., Maryland Bicycle Club, bicycle games at Oriole Park. Entrance fee, \$1.00.

Thursday, 13 September:
Buffalo Bicycle Club, tournament and races.

Saturday, 15 September:
Maryland Bicycle Club, annual run to Springfield.

Tuesday, 18 September:
First day of Springfield Club tournament.
Wednesday, 19 September:
Second day of Springfield Club tournament.

Thursday, 20 September:
Third day of Springfield Club tournament.

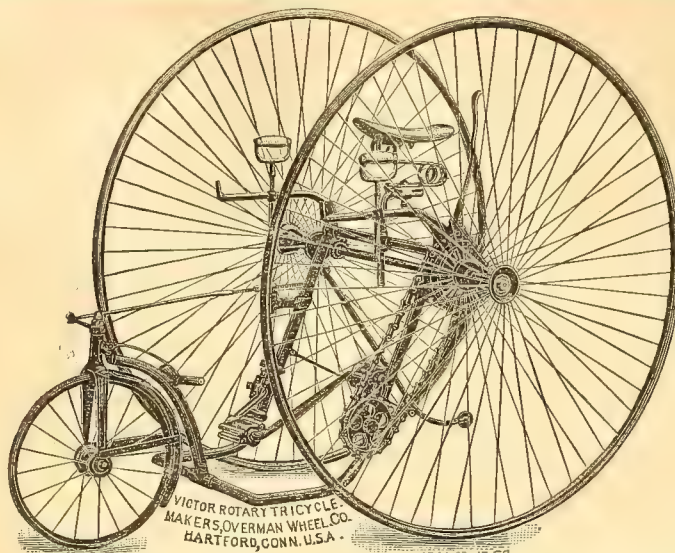
Wednesday, 26 September:
Albany Bicycle Club races.

Saturday, 29 September:
Maryland Bicycle Club, run to Philadelphia.
Race meeting of Germantown and Pennsylvania Clubs.

Boston Bicycle Club, twenty-mile championship race, at Beacon Park, 4 P. M.

Wednesday, 3 October:
Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.
Brooklyn, Mass., bicycle and tricycle races.

Saturday, 6 October:
Boston Bicycle Club, one hundred miles road race, open to all amateurs.



VICTOR TRICYCLES

Were ridden by all the winners in the great
Boston 18-mile road race.

THE RECORDS WERE:

1st. W. W. STALL, 1 h., 27 m., 45 sec. 2d. W. H. EDMANDS, 1 h., 31 m., 30 sec.
3d. J. S. DEAN, 1 h., 35 m., 25 sec. 4th. F. MORRIS, 1 h., 37 m., 20 sec.

"Corey Hill," Boston, up which no tricycle had ever been ridden, was climbed by W. W. Stall on a Victor Tricycle.

C. E. Heath rode a Victor Tricycle from Boston to Chicopee July 31 and Aug. 1. Actual riding time, 14 hours 7 minutes. Distance by road about 125 miles.

*These records prove that the Victor Tricycle is both
staunch and speedy, and that as a practical
road machine it is a great success.*

Illus. Catalogue, 3 cents.

Cabinet Photo, 15 Cents.

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat or Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover or Hat**; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.

Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

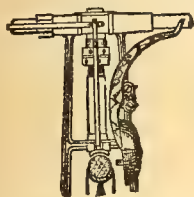
G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 7 SEPTEMBER, 1883.

Volume VII.
Number 18.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

NOW READY FOR DELIVERY.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,

66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

—) FACTORIES. (—

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS,

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE M'F'G CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

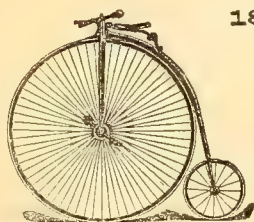
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

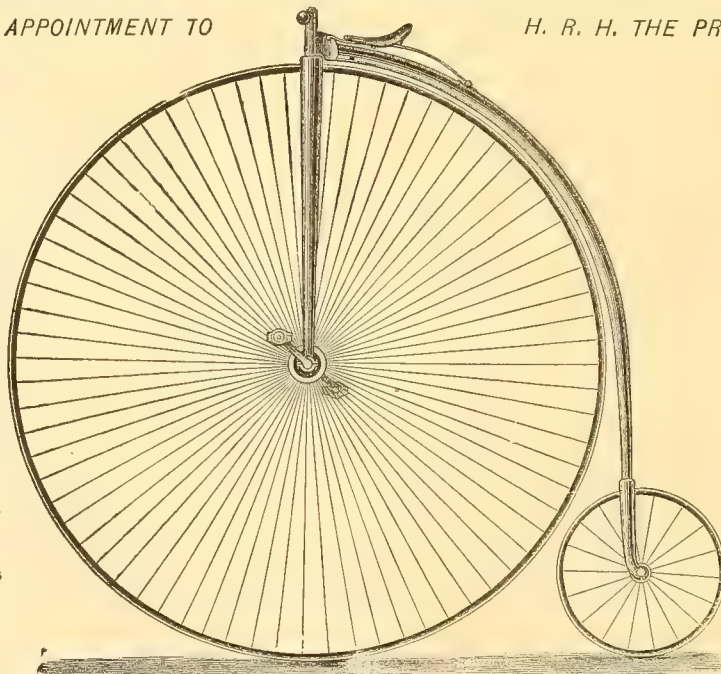
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE

"Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle

TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—
"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

Published every Friday

— BY —

H. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 7 SEPTEMBER, 1883.

CONTENTS

Editorial: Race Sanction; Notes	219
Correspondence: N. H. Roads; The Kangaroo; Another View; The Star	221
A Splendid Performance	222
Record Cutting	222
Routes Wanted	222
Trade	222
Foreign Exhibition	222
Down-East Tour.—II.	225
Currente Calamo	226
Racing News	227
Wheel Club Doings	227
'Cycling Institutions	228
C. T. C.	228
Notes, Queries, Etc.	228
Fixtures	228

RACE SANCTION.

IN the minds of some it seems invidious for us to differ in any way with the gentlemen who frame the policy of the League. A few narrow-minded and prejudiced wheelmen think we should curb our pen and not write one word questioning the justice or wisdom of that policy. The liberty of the press, the freedom of public speech, and the right of all

to his or her opinion is to them an idle boast. The community of wheelmen is very much like any other. Questions constantly arise where there is an honest difference of opinion. Are we alone to occupy a neutral position and shirk the duties and responsibilities of our office? Are we to blindly follow the lead of others, and indorse sentiments we do not believe in? We must strike while the iron is hot, let the sparks fall where they will. The L. A. W. proposes to draw together the 'cyclists of this country for the common good, to unite them in a harmonious working force, to promote the interests of wheelmen, and to secure to them all their rights and privileges under the laws. It is a most worthy object, and capable of doing much good if properly carried out. An organization of this kind, in order that point and direction shall be given to its work, must lay down certain laws and rules for the government of its officials and members. These must be well chosen and defined, and, above all, they should not lay unnecessary burdens upon the governed. Its rules and laws should be so framed that they can not only be enforced, but enforced consistently. They should be capable of enforcement with equal severity in all cases, or they should be modified or abolished. We are led to make these observations by the absurd inconsistency between the interpretation of certain racing rules adopted by the League and their enforcement. Also, by the weather-vane changes to meet different cases. In fact, we are convinced that the entire set of racing rules should be changed and modified, and the system of sanctioning races done away with. It is entirely unnecessary, and has, so far as we know, resulted in no good, but only proved itself the most ridiculous piece of nonsense ever thrust upon an unsuspecting public. We would respectfully, and, for the good of wheelmen generally, call the attention of the League officials to a few examples of the absurd inconsistencies alluded to. The principle underlying the sanctioning of races is that they shall be run under League rules. If this means anything at all, it means that sanction will not be granted unless these rules are conformed with. That is to say, the racing rules are arbitrary ones, and are capable of enforcement if the managers of race meetings see fit to do so; if they do not see fit so to do, the League says it will refuse sanction. This

is very pretty, and the system is grand in its conception, and looks well on paper, but when it comes to the practical application of it, it is hollow and empty. There is nothing to it, and the bottom drops right out of it. As long as sanction can be had for the asking, and it does not interfere with the desires of the asker, it is all right, and no one objects. But, to take an example, the Genesee Bicycle Club, for some reason, wished to bar out the Star bicycle from its races. This being contrary to League rules, it simply ignores that association, and says in the public press, "that it is not a League club, and the arbitrary rules of the League will not govern the contests of the tournament." Those offering medals have the undoubted right to adopt such rules and restrictions as they think best, and the League will not stop them by the adoption of any rules. If the rules are not liked, sanction will not be sought. Here is an example of how, by the absurdity of its rules, a club is led to openly announce that it don't intend to abide by them. If there is any value in precedents, the Genesee Club's action was quite unnecessary, as it could have obtained sanction, and then kept out the Star if it saw fit. And just here is where the absurdity of the whole system comes in. The official organ says, on this subject, that "Rule 4 is very concise, and reads that 'choice or change of machine and choice of costume are not limited.' As the races were run in accordance with League rules, the judges had no authority to discard the Star man's entry, and they violated the rules by so doing." . . . "We think an explanation from the judges of the race, who assumed the responsibility of withdrawing the rider, would be in order." Now for the inconsistency. The League has sanctioned the races at Springfield, and yet, by its published programme, it is known to all that two races are to be run in direct violation of this rule. At Brockton the same state of affairs exists. Sanction has been granted, though the programme states that, in one of the races, crank machines will not be allowed to be entered. What will it all result in? Why, simply this, that no one will care whether sanction is given or not. Will the editor of the official organ, who is referee at Springfield, maintain the position he has taken? Will he allow riders of the crank bicycle to compete in races for Stars only? and will he, as secretary of

the racing board, permit the race for the Pope cup, which bars riders of the Star, to be run under the sanction of the League? It is reduced to this, the League cannot, nor should it try to stop a club or manufacturing company from running races as they please or bestowing medals as they think best. It cannot do it, and the quicker it wakes up to the situation the better it will be for it. If a manufacturing company wishes to bar out a particular make of machine, does any one suppose that it would let any one stand in its way? Does any one suppose that a club would forego the advantage of offering an attractive race to its patrons, simply because the League says no. It would be well enough, and very proper, too, for the League to recommend a set of rules, and allow managers of race meetings to do as they please about adopting them. There is no precedent among 'cycling institutions for this folly of sanction; there is no precedent for the crimson ribbon connected with it.

THOUGH we do not question the right of those offering prizes in promoting race meetings to adopt such rules as they like, and while they have an undoubted right to limit a race to a particular make or class of machines, we do not believe it is good policy to do so. In this respect we are quite in accord with the official utterances of the League. It is not for the best interests of 'cycling that the riders of the Star bicycle should be given every privilege of club and League membership, and then be barred out of races. Nor is it best that they should be accorded the privilege of special races. The object of racing is to let the best man win, and he should be permitted to choose that make of machine he likes best. If the Star is the fastest machine, *per se*, we want to know it. And we trust that we shall, in the future, see no races advertised as being for crank or lever machines alone. It tends to breed jealousy and ill will, and cannot but do harm.

A CORRESPONDENT of the Providence *Press* writes from Vermont of the changes which are taking place there in the population, and the gradual but perceptible increase in the number of foreigners. We hope, if this is so, that the new tillers of the soil will, among their foreign innovations, pay some attention to the roads, and adopt other means of repairing high-

ways than those pursued by the Yankee farmer.

THE Genesee Bicycle Club has made up its mind, and is not afraid to come out flat-footed. It is honest, to say the least. Not a bad quality for even a club to have.

On the night of 17 July, Mr. Clapp, of the Citizens, Mr. Delavan, of the New York Club, and Messrs. Winter and Middlebrook, of the Staten Island Wheelmen, were riding single file, in the order named, on the Shore road, Staten Island. A drunken driver of a buggy ran Mr. Delavan down, but the New York stalwart bugler, with the assistance of the others, secured the horse and driver till identified by the village doctor, who was passing by. The next day Mr. Delavan, who shows the true spirit, did not hesitate, but swore out a warrant. At the examination the driver was held in \$300 to answer to the grand jury. Mr. Delavan has set a good example to wheelmen, and deserves their thanks for promptly securing the arrest of a man who endangers the life and limb of wheelmen. We trust that the grand jury will see that the drunken buggy driver is dealt with as he deserves.

THE genus "growler" is well known and pretty evenly distributed all over the wide world, but the genus "snob," we are happy to say, afflicts our English friends more than it does Americans.

We will qualify the above apparently unkind and selfish expression by stating that we wish the English 'cyclists were as little troubled by snobs as we are. One of these British "gents" lately came out in print against the C. T. C., and has distinguished himself by producing the most insulting and ungrammatical circular that it has ever been our misfortune to peruse. He says: "It is desired by most tricyclists to separate themselves entirely from the bicyclists, who are a disgrace to the pastime." . . . "There are none of the upper circles who ride bicycles." . . . And so on, in the same strain, for some fifty lines. This snob claims, by implication, to be a member of the "upper circles," but his diction and grammar prove him to be an uneducated boor, an article which, in the "upper circles" of good society is, happily, a *rara avis*. If, perchance, we should hear that this curled darling of the "upper circles" had, by

some accident been introduced to some horse-pond, how our hearts would swell with sympathy.

WE have, from time to time, been somewhat astonished to meet wheelmen, as well as those outside the charmed circle of wheeldom, who question the usefulness of competitions of any kind on the bicycle and tricycle. When we consider that the present perfected machine is largely due to these contests on track and road, we think these gentlemen question the utility of such competitions without giving the matter due thought. We are willing to admit, however, that men are liable to use very little common sense in these matters, by attempting achievements when they know their stamina is not sufficient to stand the strain. We deplore the fact that there are such men in the ranks of bicyclists, as well as in all other branches of athletics, and while we are awake to the fact 't is "fishing in the air," we cannot refrain from raising the voice of warning *vs.* undue effort on the part of those of frail physique or constitution.

IT is never pleasant to chronicle the misfortune of others, and we particularly dislike to have occasion to record an accident to a 'cyclist. But when a wheelman disregards the laws which govern his use of the highways, we cannot have much sympathy for him, if, under such circumstances, he is injured. Our readers will remember that we called their attention to a petition which had been presented to the Cambridge city government to keep bicyclists off the sidewalks. Though we do not know that the city has taken any action, it would seem that some of its citizens have adopted most effective means to make bicyclists fight shy of sidewalks in that classic city, as the sequel shows. Last Tuesday a bicyclist, riding in Kirkland street, in that city, in turning from the sidewalk to the street, was caught in the mouth by a wire stretched between some trees, presumably for the very purpose of bringing to grief bicyclists using the sidewalk. We do not know who the rider was, but, as he was somewhat bruised, lost a tooth, and has a damaged machine, it is safe to say he will have a wholesome dread of Cambridge sidewalks. This is the first instance, we believe, of anything of the kind in this country, and only proves what we have before said, that the increase in

the number of wheelmen will multiply instead of diminish our troubles. Hanging is too good for the mean, contemptible miscreant who put up the wire, and we are sorry that he is not known and branded as a "villain of the deepest dye."

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Telzah tells about N. H. Roads.

Editor Bicycling World:—Allow me to correct a portion of the notice about New Hampshire roads, published in your issue of 24 August, by my friend and co-worker, Consul Adams, of Haverhill, Mass. With his statement that sand is a natural product of the Granite State I fully coincide, but when he adds, "particularly in the southeast corner," I desire to make exceptions as publicly as possible.

If the wheelmen of Portsmouth and the sea-coast lining the southeast corner of the State have boasted of anything it has been the excellent roads in that section, and many have been the times that wheelmen from the interior of the State have made special excursions wholly to change from sand to gravel roads, and their frequent returns indicate that they are satisfied that this section is the best in the State. If the directions of the route map published and so freely distributed by the Rockingham Bicycle Club, of Portsmouth, are followed, wheelmen will find ridable roads so free from sand that not a single dismount will have to be made along the whole sea-coast and for several miles inland.

His advice that the most comfortable road to travel between Haverhill and Exeter is the Boston and Maine Railroad may be correct as regards the Massachusetts portion of the route, particularly in the vicinity of his own city, though of this I have but little knowledge, for it was four seasons ago that I wheeled through Amesbury, but we can lead him over the New Hampshire portion of it, or even from the Merrimac River, right into Exeter, at a ten miles per hour gait, without a single dismount. If the efficient consul wants an excellent ride, let him send for one of our maps, or what is better, notify the makers of it, and try our route with us. Do not ask us to come to Haverhill, we have sufficient sand walking in the interior of our own State, but let him pay the Boston and Maine Railroad its bicycle tribute of a silver quarter to Newburyport, where we would lead him alongside the horse-car tracks to Chain Bridge, then taking the second right road, passing by the Rocky Hill Meeting-House to Seabrook and the Wear monument at Hampton Falls, and thence by the direct road to

Exeter. That is the best route when tourists are starting from Newburyport or Boston. If he wishes a shorter route from Haverhill, and one that is but a few miles east of an air-line, he can push his wheel through Massachusetts sand to Amesbury, running nearly to Rocky Hill Meeting-House and turning to the left to Seabrook Village and Wear monument, over a road almost free from sand. If he has ample time and enjoys making ten to twelve miles per hour, we will take him over some of our beach gravel roads and show him a roundabout way to Exeter without a single dismount on account of sand. In fact, we can pilot a tourist over more than one hundred miles of roads in southeastern New Hampshire, on which ten, and on some long stretches even twelve miles per hour can be run, and that don't indicate sandy roads. Why, at the recent fraternal meeting of the Manchester-Portsmouth Clubs, the former will testify that—Well, I will not specify how many more than a dozen miles per hour they claim was run on the Foss beach road.

The L. A. W. signs are now being prepared by the Rockingham Club for immediate erection throughout this section, principally along the direct route from Newburyport (and the majority of tourists pass through that city) to Exeter and Portsmouth. Come and sample the route and try the good fare at the League hotel, where you will receive only twenty-five per cent off. The latch-string of the Rockingham Club is always on the outside, and is often let out so that it reaches and can even be pulled by telephone along the whole sea-coast of the State.

TELZAH.

PORTSMOUTH, N. H., 25 August, 1883.

The "Kangaroo."

Editor Bicycling World:—The "Owl," in *Wheel*, 17 August, speaks of Corson's riding down Mount Washington on a "Kangaroo" machine. I presume this is meant for a slur on the Star, but when we know the traits of the kangaroo, it is rather a compliment. He is a most extraordinary animal, both *powerful* and *fleet*. If this "Kangaroo" machine should get after the "Owl," when out on some of his night *hoots*, I think he would take a "header" and get caught. I would advise to keep his eyes open, or Corson may run him down when he is not aware of it; for I am informed that he is making long runs on the "Kangaroo" this summer, and one of them may be after the "Owl."

STELLA.

Another View.

Editor Bicycling World:—"Stella" asks, in the last *WORLD*: "Has our League organ 'busted'?" and says he has not received his paper punctually. Now my complaint is just opposite. I receive it too punctually; two copies a week. When the League *voted* to make the *Wheel* its organ and supply each member with a copy, I asked an officer

and member of *that* committee what would be done about sending copies to members who had already subscribed, and he said the treasurer would n't pay the *Wheel* for a copy for such member until their subscription expired. I said I thought that was where the publishers of the *Wheel* were making their point, in furnishing just so many more copies, and so it has turned out.

I wrote the "organ," requesting I might be spared the bother of a duplicate copy, that one was dreary enough, but come to have two each week, it was too much. They didn't take the hint, broad as it was, and if "Stella" desires a copy I will send him mine, one or both, as soon as received, and in the original wrappers.

KICKER.

PORTLAND, 25 August, 1883.

The Star.

Editor Bicycling World:—In *World*, 31 August, President Bates gives his opinion of the American Star, which, I think, is a little prejudiced. I should judge that he never rode the "Star" himself. If so, it was not enough to get acquainted with it, as I will try to show before I am through. In the first place he tells us he is biased in favor of his *own* mount. If this be so, how can we expect him to think the Star is as good as his own? Will he not see very *small* outs in other wheels that will look *large* to him? Is this not human? He says the Star "is a particularly dangerous machine to be mixed in close order with a large party of other machines." I cannot see how this can be, for I know it can be stopped quicker, turned shorter, and managed much easier than an ordinary.

I don't care how much a rider of the ordinary back pedals and applies his brake, he cannot stop as quick as a Star rider will; I have seen this tested. The brake on Star is a powerful one and can be applied instantly with full power without danger to its rider. I have seen a Star stopped, when running at a twelve mile an hour rate, within ten (10) feet. This can not be done on an ordinary. If the wheel stops, the rider will not, until he stops on the *ground* ahead of the wheel. I know what I am talking about. I have tried both wheels, and know quite well what a "header" is, which cannot be had by riding a Star. I have put the brake on so hard that the wheel would drag. Don't dare do this on an ordinary, or back pedal very suddenly with *full* power. When riding in close order a rider of the Star will have his fingers on the brake, ready to apply it in an instant; on the other hand, the rider of an ordinary must wait for a pedal to come in position to back pedal, and then he will not do it all at once.

When the Star falls, it falls to one side, and its rider lights on *both* feet, and can get his wheel out of the way at once. When an ordinary falls its rider is thrown over the handle-bar, head first, with the wheel on top of him; or it will

lay down beside of its rider, and will lay there until it is got out of the road, which is not very quick sometimes, especially if the rider has taken a "good header."

I have had Star riders tip over in front of me when close behind them, and they would get their wheels out of the way so I could pass without trouble, and I have had riders of the ordinary fall, and I would have to make either a very sudden dismount or tumble on top of them.

I will venture to say that I have ridden on as rough roads, in company with the Star, as President Bates ever did, and I have yet to see it act any worse than an ordinary. It will go where an ordinary can not. We had two Stars on "down-east tour," and I could not see but they were managed as well as the ordinary. On the start, as "crank" riders will, we felt a little uneasiness when they would ride close up to our rear wheels, but we soon found out they were harmless. I have noticed that the Star riders run *closer* when on the road than the ordinary. President Bates admits that they would ride through sand, mud, and up long and toilsome hills with as much ease as any, — apparently with more ease. He also admits that it is a fair road machine, with some undoubted advantages, but thinks the Stars will have to be run in a division by themselves when on a tour. Well, I don't know but this will be the case, for it is coming to the front so fast, in speed and power, that it will go ahead of all other wheels on touring, the same as an express train on railroads. I think my next mount will be a Star.

STELLA.

A Splendid Performance.

THE 24-HOURS' RECORD RECEIVES A BAD CUTTING.

On Thursday, 16 August, Mr. J. W. M. Brown, of Long Sutton, England, left that town at twelve, midnight, with the intention of covering at least two hundred and forty miles in 24 hours. He not only succeeded in doing so, but actually covered two hundred and fifty-five and a quarter miles. The route through Norfolk was quite hilly, but the last one hundred miles in Lincolnshire were level and fairly good, though in some places, quite rough. After riding one hundred and seventy-five miles his right knee gave away and was very painful for the last eighty miles, though he covered the last six miles in 22½ m. In reckoning the distances Mr. Brown did not take into account the distances in passing through long towns. It is thought that he really covered five miles farther than claimed. The first two hundred and twenty-nine and a half miles was ridden on a 55-inch Invincible, but the rest on a 55-inch Sandringham, his own machine having several broken spokes. This record is well authenticated, as Mr. Brown took the precaution to mail postals from nearly all the principal towns.

Professional Record Cutting.

ON Saturday, 18 August, F. Lees, of Sheffield, succeeded, with the aid of pacemakers, in covering twenty miles inside the hour and in beating all records from ten to twenty miles. Howell acted as one of the pace-makers, and ran the first mile in 2 m. 40½ s., thus beating all records. Lees rode a 54-inch Humber. The following table shows the records and the mile times: —

Miles.	Ms.	Sec.	Duration each mile.	
			Ms.	Sec.
1	2	51	2	51
2	5	53	3	2
3	†8	47	2	54
4	†11	49	3	2
5	†14	42	2	53
6	†17	45	3	3
7	†20	38	2	53
8	†23	32	2	54
9	†26	34	3	2
10	†29	22	2	48
11	*32	19	2	57
12	*35	17	2	58
13	*38	14	2	57
14	*41	16	3	2
15	*44	12	2	56
16	*47	10	2	58
17	*50	6	2	56
18	*52	5	2	50
19	*55	47	2	51
20	*58	34	2	47

HOWELL'S mile time was by quarters, as follows: —

M.	S.	M.	S.
1.	0 41½	3.	*1 59½
2.	†1 20	4.	*2 40½

Those marked † are the best professional times on record, and those marked * are the best for either amateur or professional.

Routes Wanted.

WILL some of our readers please furnish us with the best routes from Boston, via Brattleboro', to Wilmington, Vt., and from there, via Bennington, Vt., to Albany, N. Y., and from there to New York City. The return trip will be made from the latter place, or from the most convenient point on the Hudson, across Massachusetts, to Boston. Any information in regard to any portion of the above routes will be received with thanks by us, and by one of our subscribers, who contemplates making the above trip.

The Trade.

WE have received a sample of a new Harwood Safety Step, designed for the Sanspareil. It is exceedingly neat and handsome, and much lighter than the other steps of this make.

M. D. RUCKER, JR., the maker of the tricycles and bicycles of that name, writes us that the firm he represents has almost ceased to make rear-steering tricycles, as, in England, public opinion is all in favor of front steerers. It is gratifying to know that there are makers who cater to public opinion, and do not try to force upon the "dear public" what it does not want.

DOUBTLESS many of our readers have been troubled with tires stripping off, and have been seriously inconvenienced, when touring, for want of the means to relieve the temporary embarrassment. Tricyclers, especially, are liable to have the tires of their machines loosen, as the side strain is very great on the three-wheeler, especially on the steering wheel. D. Rudge & Co. have sent us two samples of their tire clips, one for hollow and the other for solid rims. They consist of strips of spring steel, from a quarter to three eighths of an inch wide, bent so as to fit the rim, with the ends turned in sharply. They are put on from the under side by springing them around the felloe, the bent ends holding the tire. They are exceedingly neat, and cost but four cents apiece, and can be obtained of Stoddard, Lovering & Co. No tricyclist should start on a tour without them. In ordering, our readers are advised to mention the kind and size of the rim, as we notice the clips are all marked with the size rim they are intended for.

M. D. RUCKER, JR., & Co., have a new patent double, which is not a tricycle, but consists of two large bicycle wheels, with forks and a straight tube connecting the two together. There is no small hind wheel, and, consequently, no friction or vibration from that source. You can get right over your work without any chance of a header, and it is, of course, lighter than two bicycles. The maker writes us that "the steering is perfect, and, altogether, it is a great success. Col. Pope and Weston both approved of it, I think."

AT time of writing, the indications are that the exhibition of bicycles, tricycles, and cycling sundries will form one of the most attractive features of the Springfield meet. The doors of the skating rink will be thrown open to the public, free of charge. A band to discourse sweet music will attract thousands of visitors, and the dealer who is not represented will miss the best opportunity ever offered to display his machines. Applications for space should be made immediately, as the best positions are being rapidly allotted. But a few days remain to secure space, as all applications must be made on or before 10 September.

The Foreign Exhibition.

THE exhibition of foreign arts and manufactures was informally opened last Saturday evening to representatives of the press. Though much remains to be done to make it complete, there was evidence on all sides that this will be the finest collection of all that is strange and beautiful from other lands ever shown in this country. We editorially called the attention of foreign manufacturers of bicycles and tricycles to this exhibition, as affording them an opportunity to exhibit their productions without coming into direct competition with American makers.

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{4}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 25-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, **34 lbs.** The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.—The Patent **Differential Double Driving Axle**. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{3}{4}$ -inch and $\frac{1}{2}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $\frac{6}{8}$ -inch and $\frac{3}{4}$ -inch; Æolus Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft; $\frac{5}{8}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

The above Machines will be on exhibition and for sale at the

SPRINGFIELD SKATING RINK

During the Bicycle Tournament, Sept. 18, 19 and 20.

WAIT AND EXAMINE THEM BEFORE ORDERING.

Good Agents Wanted.

Send for Catalogue.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

B. SCHULENKORF & SON, Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street,

BOSTON.



Patented in England and the United States.

BURLEY'S ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to THE CUNNINGHAM CO., Odd Fellows' Hall

Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.	.....	\$35.00
42 "	.....	42.00
44 "	.....	54.00
46 "	.....	60.00
48 "	.....	66.00
50 "	.....	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.

Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

HARWOOD'S

SAFETY STEP



Is made in five styles to fit any machine without drilling new holes in back-bone.

The Bevelled Teeth prevent tearing the clothing and secure firm foot-hold in mounting.

The Safety Flange prevents cutting the leg in case of a mis-step or fall.

No. 5.

The cut No. 5 represents the style specially adapted to the American Sanspareil, but equally applicable to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD,

P. O. Box 1252.

Worcester, Mass.

THE PERFECTION BICYCLE ALARM.

Patent Secured.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE SERRELL ALARM CO.

161 & 163 Clymer Street,

BROOKLYN, E. D., N. Y.

Three of the principal English firms, through their agents, Stoddard, Lovering & Co., have availed themselves of this opportunity. Strangely enough, the only industry where the exhibit was complete at the time of opening was that representing the manufacture of bicycles and tricycles. In the large hall of the Mechanics' building, in the space allotted to England, a dozen or so bicycles and tricycles will form an attractive feature of the exhibition. The machines shown are all of the best, and comprise, a light roadster Rudge, American Rudge, British Challenge, and Extraordinary, while in tricycles are seen the National, Apollo, and Coventry Convertible. We would advise all readers who can to visit this exhibition, as it affords the best opportunity ever offered to see the best productions of almost every nation on the face of the globe except our own.

The Down-East Tour.

BICYCLING THROUGH MAINE AND NEW BRUNSWICK.

By GEESSE.

II.

THE recent down-east tour, about which wheelmen generally have heard so much, from time to time, through the papers and otherwise, was the first extended bicycle tour ever made in this country by any considerable number of wheelmen, and being, as it was, an important event in the history of bicycling, perhaps an account of the same may not be without interest to those of our wheeling brethren who were not so fortunate as to be reckoned among the participants of that memorable tour.

The idea of forming a party for the purpose of making an excursion on the wheel through the eastern portion of Maine, and running into New Brunswick, was conceived by Mr. Frank A. Elwell, of Portland, one of the prominent bicyclers of Maine, who talked and wrote the subject up most attractively. Alluring invitations were issued to a large number of wheelmen, and, from the start, the success of the tour was assured, so far as numbers went, for the prospect of a ramble among the charming hills and dales and fine roads of a country hitherto unknown to the bicycle was a rare one indeed, and had the effect of drawing together a party of thirty-five wheelmen from various parts of the country.

The tourists met at Portland on Monday, 18 June, and were received and entertained by the Portland Bicycle Club. A sumptuous banquet was served at the Falmouth House, after which a run was made about the city, giving the visitors an opportunity of viewing many of the attractive points in that beautiful city by the sea.

The streets of Portland are anything but inviting,—to a bicycle,—those which are not cobble-stoned or paved being a combination of loose sand and rolling

stones, about on a par with the roads in Central Massachusetts. But the riders managed to plough through the sand-banks, and not a header was recorded. One of the buglers, however, could not avoid an involuntary dismount. He had ascended a particularly long and particularly rough hill, and was, consequently, short of wind. In that condition he attempted to sound a loud blast of elation. He puckered up his lips, gave a tremendous blow, and blew himself completely out of his saddle!

At six o'clock the wheelmen boarded the steamer "Falmouth," of the International Line, and steamed down Portland Bay, amid the good-bys and waving of handkerchiefs and caps, and jingling of bicycle bells of friends assembled on the wharf to see them off. The tourists were of various professions and callings, and one of the party, besides being agent for the Star bicycle, was, oddly enough, a dealer in monuments and agent for several fire insurance companies. A rather curious business combination, but no libel was meant against the machine, for Corson was a firm believer in the Star and intended to make a record for it. If he did not succeed down east, he did subsequently, before it became such a common thing to take a coast down Mount Washington before breakfast.

The party consisted of twenty-three wheelmen from Massachusetts, four from Maine, two each from New Hampshire and Nova Scotia, and one each from New York, Pennsylvania, Connecticut, and Wisconsin. Mr. Hy. Sandham, the artist, accompanied the party, and made an interesting collection of sketches, some of which will be brought to public gaze through the *Wheelman* next Christmas. Chief Consul Lamson took his brother's camera along, and exhausted a large stock of dry-plates, so that the tour promises to be well illustrated.

The ages of the participants ranged all the way from seventeen to forty-one years, the average age being twenty-nine years. The oldest member was also the youngest,—in spirits,—his flashes of wit and running fire of jocularity keeping the party in a constant state of good humor.

The makes and sizes of wheels ridden were numerous, there being twenty-one American machines, and fourteen of foreign make. The smallest size ridden was 46 inches and the largest 58. The average size was $53\frac{1}{2}$ inches,—so our statisticians figured it.

On the steamer the tourists had an opportunity to become better acquainted with each other, and being a jolly company of wheelmen "on a lark," it is unnecessary to say that that ceremony did not consume a great deal of time. "Karl Kron," than whose no name is more familiar to a bicyclist, was on the steamer before the arrival of the others, having taken the boat at Boston, and when it was learned that the exponent of white flannel and nickel-plate was on

board there was a general scramble to see him. The first thing that met the eye on getting aboard was the famous "No. 234" Columbia, resting against a beam, the nickel-plated wheel gleaming in all the glory of its forty-six inches. All were eager to see the stanch little machine that had carried its owner so many thousand miles, and it was thoroughly examined and discussed. "Karl" himself was found upon the hurricane deck, and was soon the centre of attraction.

A strong wind breezed up, and those who had wisely brought their ulsters and wraps went comfortably about, to the envy of those shivering ones who "thought they should n't need an overcoat on the trip." The tourists were gathered in little knots on deck, spinning yarns, when a death on board was announced. A woman who, but an hour before was at the tea-table, talking and laughing, and apparently in the best of health, was suddenly stricken down with heart disease. The party realized then, if never before, how true it is that "in the midst of life we are in death." This sad occurrence dampened the bicyclers' spirits, and the groups soon dispersed.

The boat rocked considerably, and most of the party made an early retirement to their state-rooms. Seasick? No, indeed! Only "tired after the day's hard ride." Thus they disappeared, one by one, until only about a half dozen remained in the saloon, indulging in an animated discussion of the League and the "monopoly."

After a somewhat rough passage the boat came to a stop at about nine o'clock the next morning at Eastport, where the party disembarked and the tour actually began.

Eastport is on the border of the State, adjoining New Brunswick, and is quite a busy little place. It has a population of about 4,000, fully one half of which was out to get a glimpse of the shining wheels as they rolled though the streets. Bicycles are a decided novelty in that region, but few, if any, ever having been seen there before, and the people gazed in wonder and delight at the web-like wheels and the abbreviated nether garments of the riders.

Line was soon formed and the wheels were headed towards Robbinston, seventeen miles to the southwest, where dinner was to be taken. The artist followed in a carriage, which contained also the photographing apparatus, the bags, valises, and other luggage of the tourists being conveyed in a wagon. At Perry, about three miles out, a halt was made, and the first photograph of the party taken. This was at the top of a very high hill, and the 'cyclers were preparing to coast down when the first accident of the trip happened. A log which had been placed over a brook crossing the road projected several inches above the road-bed, and Mr. Pettee, not noticing it till too late, struck it with such force as to throw him from his saddle to the ground, inflicting an ugly gash in his nose, from which the

blood flowed profusely. It was at first thought that the organ was broken, but after an examination by the medically inclined, who skilfully dressed the wound, it was decided that the symmetry of his features would be but temporarily marred. The accident caused a delay of over half an hour, during which time the tourists were amused by the drollery of the lively Branch of the party, and a charming pastoral scene was enacted between a merry bicyclist and a sportive lamb.

Wheeling was resumed, and the wheelmen bowled along over the smooth roads, drinking in the delights of sea and shore all around them. On one hand the beautiful Passamaquoddy Bay, dotted with islands and sparkling in the sunlight, and on the other the green fields and meadows and bits of forest and pasture land, extending to the jagged shore, made a succession of beautiful pictures for miles. Maine is a hilly country, and the eastern portion proves no exception to the rule. But the roads for the greater part are hard and smooth, making hill-climbing comparatively easy. But there were a number of formidable ascents to which the wheelmen were obliged to succumb.

Seven more miles were ridden when another mishap occurred. One of the Massachusetts Club men (Mr. Chandler) in taking a friendly "spurt" with President Williams, struck a soft spot in the road, and was thrown, *sans cérémonie*, to the ground. His chin and cheekbone were badly bruised, and the services of the "doctors" were once more needed. This completed the list of serious accidents of the entire trip, though a harmless header was indulged in now and then. In coasting a rough hill the 56-inch Premier from Worcester encountered a good-sized stone and buckled under its rider. It was a sorry sight (bearing a close resemblance to a second-hand hoop-skirt), but it was easily straightened out.

The procession attracted great attention all along the route. The Maine papers had kept the people posted, and their advent had been eagerly looked for for weeks. As they passed along groups of pleasant-faced people ran out to meet them, handkerchiefs were waved from windows, and all sorts of laughable expressions reached their ears.

The schools were closed and the children given a holiday that they might see the novel sight. Never before had the wheel penetrated that section, and the people were naturally quite curious to know what a bicycle really was.

There were two buglers in the party, and they were objects of especial admiration. The first rode gayly along, his bugle-notes waking the echoes of the quiet country, and he was received with cheers by the excited groups of spectators, and when the other dashed by, mounted on his high wheel, one little fellow, his eyes bulging with amazement, and almost bursting with the joy that was concealed in his little bosom, ran up to

one of the women and shouted, "Ma! there's *another* tooter!"

Robbinston was finally reached. There the tired and hungry wheelmen received a hearty welcome at the Brewer House, by Mine Host Hall and his estimable wife, and found a most appetizing dinner awaiting them. The soup was so very palatable that some of the more voracious called for a second helping, which alarmed the good landlady, who was either fearful that the supply of *bouillon* would not equal the demand or that the host of other delicacies which had been prepared would be left untasted, for she cried out, "Don't eat so much soup, gentlemen; there's another course!" which explanation became a by-word for the party throughout the tour. But the good woman's fears were groundless, as she discovered after soup had been removed. That dinner lingered long in the memory of those tourists, for it was by far the most tempting meal they found during the entire trip. A drizzling rain began to fall during the dinner hour, which soon settled into a northeast storm, thus cutting off further riding for the day.

The people of Calais were expecting them that afternoon, and message after message was telephoned to the Brewer House to find out when they were to start. Calais was in holiday attire for them, and their coming had created lively anticipations among the good people of that city. They could not be accommodated at Robbinston for the night, and as it was not pleasant, to say the least, to push the pedals in a driving rain-storm, and over roads several inches deep with mud, they telephoned to Calais for coaches. Though "Karl Kron," preferring to make the trip on his wheel to waiting several hours for the coaches, set out on his solitary ride. He arrived at Calais drenched to the skin, and got an edifying notice the next morning in one of the local papers, which accused him of being seized with cramps and sundry other absurd things, greatly to his disgust. But Karl interviewed that editor, and the result was a retraction in the next issue.

The wheels were stored in a barn at Robbinston, and special instructions given the man in charge to see that no harm came to them. One of the party, evidently desiring to overwhelm the man with the magnitude of his charge, remarked that "that barn contained more value than it ever had before, those wheels being worth over \$5,000!" The man did not seem to be awe-stricken by the declaration, but said in an off-hand manner, "So? Well, I had nineteen horses in that barn all last winter, and one of them was worth \$3,000. The wheelman caved."

CURRENT CALAMO

VICE-PRESIDENT MILLER has been in town this week.

MR. WILCOX writes that he has a stock of Facile machines, and can now fill orders promptly.

THIS is the racing month, and now we shall give you something racy.

THE ubiquitous bicyclist is often out of place. Knee breeches and a flannel shirt do not look well at a "dress up" affair.

MR. JAMES P. BURBANK will shortly issue a new edition of his "Wheelmen's Annual." He has secured the assistance of a prominent wheelman journalist in making up the book, and it will undoubtedly prove a very interesting publication.

FRED CARTER, the thirteen-year-old boy who started to ride down Mount Washington on a Columbia tricycle was appalled at the road and gave up the ride.

IT seems that down in Jersey City they have been putting life into an ordinance prohibiting the use of velocipedes in the public streets of that city, which was passed nearly ten years ago. Whatever trouble the wheelmen of Jersey City may have, we trust it will be only temporary.

TWO Worcester men who were left over in Boston the evening of the Corey Hill contest, while walking along the street overheard a small boy exclaim, "Are they dudes or are they bicyclers?"

THE only change made in the programme of the Springfield races, as published last week, is the transferring of the inter-college race to Wednesday, 19 September, in place of the five-mile handicap, and placing the five-mile handicap on Thursday, 20 September.

THE Springfield Bicycle Club has made arrangements with the post-office officials, by which all letters will be delivered on the park three times daily, and as there will be a tent where all letters can be written and mailed, it will be a great convenience to wheelmen. Wheelmen who have had a tent assigned to them can have their letters addressed to Tent No. . . . at . . . Hampden Park, and they will reach their destination.

CHAS. JENKINS, the Western flier, of Louisville, Ky., will visit Springfield.

THERE will be no discrimination against the "Star" at Springfield, and that machine will be barred from no race except that for the Pope cup.

EVERYTHING that can be done to give Springfield a holiday appearance will be done. Col. Wm. Beals, of Boston, will trim some of the principal buildings, the headquarters of the club, entrance to the park, etc.

ON account of the large number of people who will be in Springfield the day before the meeting, the club has decided to give three band concerts in as many places in the evening.

THE private boxes went on sale Saturday morning at 9 A. M., and so great was the demand for them that twenty-two men staid out doors all night to be the first on hand in the morning, and in thirty min-

utes over \$800 was received for checks. Which goes to show what enthusiasm the club is held in at home. It is conceded by all that, with fair weather, upwards of fifty thousand people will witness the races.

RACING NEWS

KINGS COUNTY WHEELMEN.—Bicycle races were held Saturday afternoon on the grounds of the Williamsburg Athletic Club, Wythe avenue and Penn street, under the auspices of the Kings County Wheelmen. In addition to the races there was an exhibition of fancy bicycle riding, given by William D. Bloodgood, and a one-mile exhibition walk by J. P. Murray, who completed the distance in 6m. 51s. In the half-mile bicycle race the final heat was won by Edward Pettus, in 1m. 35 $\frac{1}{2}$ s. In a one-mile handicap race Frank L. Dean, with one hundred and ten yards start, was the winner in 3m. 11 $\frac{1}{2}$ s.; Kline was second, in 3m. 13s.

A two-mile handicap was run by J. M. Austin, in 6m. 47 $\frac{1}{2}$ s. P. M. Harris was second, in 6m. 48s.

The event of the day was the twenty-five mile race. Eight competitors started. The leaders from the start were Edward Pettus, of Williamsburg, H. D. Corey, of Boston, and Thomas Midgley, of Worcester. They remained close together until they were on the eighteenth mile. Then in the curve beyond the grand stand Palmer took a header, and Pettus, who had just swerved outward to pass Palmer, fell over him. Pettus's bicycle handle was so twisted by the fall that his left knee struck it at every revolution of the wheel. Corey and Midgley has gained a lap on him, and this they held to the end. Midgley won in 1h. 36m. 14 $\frac{1}{2}$ s. Corey was second, in 1h. 36m. 15s., and Pettus was third, in 1h. 36m. 55s.—*Herald*.

Referee, Fred Jenkins; judges, N. M. Beckwith, Edwin Oliver, A. W. Guy, F. A. Egan, R. F. Hudson. In connection with the above the following letter has been sent us:—

Editor Bicycling World:—I wish to call your attention in regard to the races of the Kings County Wheelmen, held at Williamsburg, N. Y., on the 1st; but more particularly respecting the twenty-five-mile race, in which I was a competitor. The facts of the case are these:—

There were a number of starters, including Mr. Pettus, of the Kings County Wheelmen, Mr. Midgley, of Worcester, and myself. Before we started we were notified by the officials that a pistol would be fired at the beginning of the last lap. During the latter part of the race, by accident, Mr. Palmer fouled my rear wheel, thereby causing himself to take a header, together with Mr. Pettus. Mr. Midgley and myself had gained a lap on Mr. Pettus by the accident, and, as the end of the race drew near, the crowd began yelling, making it impossible to

hear anything. Everybody was shouting something different, but we perfectly understood the official to say that the pistol would be fired at the beginning of the last lap, consequently we waited for it. On the seventh lap of the last mile, all three being bunched together, Mr. Midgley's wheel being two feet ahead of mine, we heard the report of the pistol, and although the crowd had been yelling "last lap" for some time, no importance was attached to it, but immediately after hearing the report of the pistol we all dashed away, I winning the race by a few yards. After entering the dressing room, I was congratulated by Mr. Pettus and by Mr. Pitman, the starter, and the crowd remarked that I had won, and on asking Mr. Midgley who had won the race he replied that he did not know, as he had sent somebody to find out. After we had been a few minutes in the dressing room, we were informed that Mr. Midgley had won, and Mr. Clafin entered my protest. I failed to see the fairness of the referee's decision on the following ground: First, the judges informed us just the conditions of the race, and we abided strictly by them, and if it was through any mistake of the scorers that the pistol was fired at the end of the race instead of at the beginning of the last lap, it was not my fault, and I think I have won the race fairly. Second, the fact that Mr. Pitman, the starter, who fired the pistol, coming up and congratulating me on my success, together with my other competitors, Mr. Pettus and Mr. Midgley, is quite conclusive that we all went by the rules of the judges, and that under these rules I have won the race. I claim that the judges made the rule and then deliberately broke it by firing the pistol at the end of the race, instead of the beginning of the last lap, or else that the scorers were correct, and the starter fired the pistol at the proper time, which brought me in ahead on that lap, which was considered the end of the race. After the referee's decision in awarding Mr. Midgley the race, the secretary of the Kings County Wheelmen endeavored to prevail upon me to take the second prize, which I decidedly refused to do, and which I shall not accept unless under protest, preferring to believe that I was right than to acknowledge that I was wrong when I believed I was not, by taking the second prize.

In presenting these facts to you, sir, and before the readers of your paper, I beg to say that I think the decision of the referee (Mr. Fred Jenkins) was unfair, and as the case now stands, there is no one to appeal to, as his decision is considered final, but am compelled to say, with the knowledge of racing which I possess, that I think he is incompetent for the place, and never while he remains in his official capacity shall he ever have the pleasure of handicapping me in any race.

H. D. COREY,

Mass. Bi. Club, Boston.

BOSTON, MASS., 3 September, 1883.

CARTHAGE (OHIO) 1 September.—Two-miles: F. Scarborough (1), 6.50; N. L. Pierson (2). One-mile: E. F. Landy (1), 3.59; John Scudder (2). Five-mile: Warner Galway (1), 23.09 $\frac{1}{4}$. Half-mile: W. Galway (1), 1.58.

COTTAGE CITY, 1 September.—Three-miles: J. W. Wilson (1), D. J. Canary (2).

At a tournament at Ashland, Ohio, 23 August, the three-mile bicycle race was won by Mr. Asa Dolph, of New London, in 10m. 30s.; Mr. W. H. Wetmore, of Cleveland, second in 10m. 50s. The one-mile race was taken by E. H. Cowan, of Ashland, in 4m. 30s.; W. H. Bissman, of Mansfield, second in 4m. 50s. E. H. Cowan, of Ashland, won the half-mile in 2m. 15s. The fancy riding prize went to Mr. W. H. Wetmore, of Cleveland.

MONTREAL, Saturday, 1 September.—One-mile, club: E. C. P. Guy (1), 3.53; J. T. Gualdinger (2). One-mile: W. G. Ross (1), 3.47; R. Darling (2). Two-mile: R. C. Holden (1), 7.48; H. MacCullough (2). Two-mile: G. S. Law (1), 8.3; W. J. Farquharson (2). Three-mile: J. H. Low (1), 11.46; R. Darling (2). Five-mile: W. G. Ross (1), 18.47; J. H. Low (2).

THE Maryland Bicycle Club during the coming Oriole, on 12 and 13 September, proposes to give two days races. The second day will be chiefly for professional races. It has built a six-lap track, sixteen feet wide, costing \$350, and proposes to give \$150 in prizes for the first day's races, and \$250 for the second. The rates on all the railroads have been greatly reduced, owing to the Oriole festivities.

J. S. PRINCE, H. W. Higham, W. M. Woodside, and W. J. Morgan have entered the horse vs. bicycle race for twenty miles.

Thomas Midgely, J. W. Wattles, Frank L. Dean, and Archie L. Jenness, took first prizes at Manchester, Tuesday. Full particulars next week.

WHEEL CLUB DOINGS

AKRON (OHIO) CLUB.—J. Smith, president; Grant Merriam, secretary; Clarence Howland, captain.

PALIQINOQUE (DANBURY, N. Y.) BI. CLUB.—President, Wm. Fanton; secretary, L. I. Hebble; captain, J. G. Irving.

MONMOUTH (N. J.) WHEELMEN.—Dr. G. F. Marsden, president; S. A. Lockwood, captain; Thos. H. Applegate, lieutenant; G. O. Waterman, secretary and treasurer; A. Coleman, bugler; J. B. Bergen, R. Taylor Smock, W. M. Van Schaick, C. S. Hill, Jr., A. Frick, Dr. Edwin Field, W. S. Hill, W. A. Cole, W. A. French, Jr., P. C. Borden, Dr. Richard Borden, John T. Lovett.

WHIRLING WHEELMEN, EAST BALTIMORE, MD.—Mr. Fred L. Shaffer, Jr., president; Loutrel Lucas, secretary; Joseph Wisenfeld, captain.

At a recent meeting of the San Francisco Bicycle Club, a committee of five, with H. C. Finkler as chairman, was appointed for the purpose of holding a tournament on such a day as may be deemed advisable.

FREMONT (OHIO) BI. CLUB.—New officers: Captain, Jas. M. Osborn; secretary, J. G. Niehfer.

THE Aerial Bicycle Club is the name of a new organization in Peoria, Ill., composed of wheelmen from twelve to fifteen years of age. Fred. Baxter is secretary of the organization and Henry Newman treasurer.

'CYCLING INSTITUTIONS

THE fall meeting of the L. A. W. will be held at Springfield 20 September.

THE League of Essex County Wheelmen held its fall meet at Marblehead on Monday, about 40 wheels being present. At a session of the executive committee, at which were present President Currier, of Lawrence, Secretaries Cole, of Beverly, and Adams, of Haverhill, it was voted to hold a race meeting on the cricket grounds at Lawrence, Saturday, 29 September, and Messrs. Pevear, of Lynn, Ingalls, of Salem, Dodge, of Beverly, and Webb, of Lawrence, were appointed a race board. There will be two-mile and one-mile races in heats, and a five-mile straight-away for suitable prizes; also, an obstacle race. The day was enjoyably spent at base ball and the lunch table. The clubs represented, besides the home club, were from Beverly, Salem, Lynn, Lawrence, Andover, Merrimac, Amesbury, Chelsea, and Brockton.

Transportation.

THE New London and Northern and Portland and Worcester railroads will carry bicycles free. Boston and Albany issue circular dated 6 July, making charge one cent per mile, minimum charge fifty cents. Boston and Maine charges twenty-five cents any distance.

B. B. AVERS.

CHICAGO, 27 August.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE. Important.—During the absence of the U. S. chief consul to attend the seventh annual C. T. C. Meet at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Massachusetts State consul C. T. C., 258 Washington street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address on receipt of a stamped and addressed envelope.

MEMBERS wishing to communicate with the chief consul direct can address him until 24 August next, as follows: Frank W. Weston, C. C. T. C., care of Bayliss, Thomas & Co., Coventry, England.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of 'cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of 'cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for 'cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back

view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. L. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

APPLICATIONS.—H. F. Fuller, 470 No. State street, Chicago, Ill.; Dan'l K. Trimmer, 19 E. Market street, York, Pa.; Stephen Terry, 771 Asylum avenue, Hartford, Conn.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

G. L. PARMELEE.—We have inserted what you want, and will send you any information we may receive. Sorry we did not receive your request in time for last week's issue, but trust it is not too late.

2,073.—There are cements made which will hold together rubber tires at the splice, temporarily, but if you want a real good job done we would recommend you to send your wheel with tire to some dealer, who will have a rubber manufacturer fix it properly. We would advise you to write to some of the dealers in Chicago. If they cannot repair it as it should be, send it to the Cunningham Company, this city, and they will send it to the rubber factory. We believe the best cement is "Walkin's," sold by most dealers in bicycle sundries.

E. A. GRIFFITH, Baltimore.—We are very sorry that we cannot be with you at the Oriole festivities, but hope every thing will pass off well.

SL.—Crowded out. Will use next week.

FIXTURES

Friday, 7 September:

Peoria, Ill., races at fair.

Saturday, 8 September:

Maryland Bicycle Club, run to Winchester, Va.
Boston Bicycle Club, 4 P. M., to Cobb's.

Sunday, 9 September:

Boston Bicycle Club, Cobb's, 3 P. M., for city.
Tremont Bicycle Club, 9.30 A. M., to Bedford Springs.

Wednesday, 12 September:

Baltimore, Md., Maryland Bicycle Club, bicycle games at Oriole Park. Entrance fee, \$1.00.
Race meeting Trumbull (Ohio) Bicycle Club, to continue three days.

Thursday, 13 September:

Buffalo Bicycle Club, tournament and races.

Saturday, 15 September:

Maryland Bicycle Club, annual run to Springfield.
Worcester Aetolus Wheelmen, ten-mile handicap race for \$25 gold medal, club members only.
Boston Bicycle Club, 7 P. M., moonlight run, Newton and Chestnut Hill reservoir.

Sunday, 16 September:

Tremont Bicycle Club, 10.15 A. M., to Swampscott.

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Thursday, 20 September:

Third day of Springfield Club tournament.
Race meeting at Des Moines County agricultural fair.

Saturday, 22 September:

Boston Bicycle Club, 2 P. M., run to West Roxbury via Hammond street.

Sunday, 23 September:

Tremont Bicycle Club, 9.30 A. M., to Cobb's.

Wednesday, 26 September:

Albany Bicycle Club races.

Saturday, 29 September:

Maryland Bicycle Club, run to Philadelphia.
Race meeting of Germantown and Pennsylvania Clubs.

Boston Bicycle Club, twenty-mile championship race, at Beacon Park, 4 P. M.

Fifth annual meet of Philadelphia wheelmen.
First annual meet of Pennsylvania Division L. A. W.

Sunday, 30 September:

Tremont Bicycle Club, 2.30 P. M., to Echo Bridge.

Wednesday, 3 October:

Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.
Brockton, Mass., bicycle and tricycle races.
Boston Bicycle Club, 9 A. M., to Brockton.

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 54-inch Harvard Special, good as new, used six weeks, painted; must sell. C. S. COCK, Canton, Ohio.

A BARGAIN.—I will sell my special semi-racer Meteor bicycle, which was made to order by Starley & Sutton, Coventry, England; has hollow forks, long handle-bar, direct spokes, Starley's patent bearings, half-nickelled, rest painted black and gold; size, 52-inch; weight, ready to ride, forty-one pounds; would exchange for a first-class tricycle in good condition. Address, F. R. MILLER, P. O. Box 1199, Boston.

FOR SALE.—A 58-inch full-nickelled Expert, in perfect condition, \$120; a 52-inch half-nickelled Sanspareil, new, will sell cheap. Address, CHAS. E. TITCHENER, Binghamton, N. Y.

FOR SALE.—A Coventry Convertible tricycle, can be used either single or for two riders at will, fitted with both seats and long-distance saddles and extra seat for child, ball bearings all round, pedals included, adjustable handles and everting first-class; cost \$225 without extras, will sell complete for \$175. Address, W. B. EVERETT, 338 Washington street, Boston.

FOR SALE.—One 52-inch full-nickelled Expert, good as new; will guarantee that it has not been run more than seventy-five miles; price, \$125; am obliged to sell on account of ill-health. F. H. ALDRICH, 32 West Bridge street, Springfield, Mass.

FOR SALE.—One 44-inch Cheylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLETT, Springfield, Mass.

FOR SALE.—One 52-inch 'Xtraordinary bicycle, pattern of 1881, been run about fifty miles, nearly as good as new; price, 100. M. D. GILLETT, Springfield, Mass.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central West ern States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

MISSOURI WHEEL CO., 12 St., near Olive St. St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN AND FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

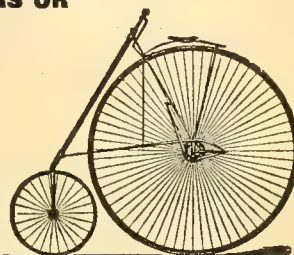
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



REDUCTION IN PRICE.

—THE—

UNION BICYCLE,

A High Class, Elegant, Durable Machine, made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch, \$81. Full Nickelled, \$100.

McKEE & HARRINGTON, - - - 173, 175, 177, 179 Grand Street, NEW YORK.

SEND THREE CENT STAMP FOR CATALOGUE.

Under License from Pope Mfg. Co.

THE JOINT RACE MEETING OF THE

GERMANTOWN AND PENNSYLVANIA BICYCLE CLUBS

Will be held Saturday, 29 September, 1883, at The Gentlemen's Driving Park, Philadelphia,

AND WILL COMPRISE THE FOLLOWING EVENTS:

3-Mile L. A. W. Championship of America.

1 and 5-MILE PENNSYLVANIA STATE CHAMPIONSHIPS,

Open to Pennsylvania L. A. W. Members only.

1-MILE JUNIORS' RACE, Boys under 16.

1-MILE NOVICES' RACE, for those never having won a First Prize.

2-MILE HANDICAP, 200 Yards limit.

150 YARDS SLOW RACE, Handicap, 15 Yards limit.

1-MILE TRICYCLE, Handicap.

FANCY RIDING CONTEST.

1-MILE CLUB RACE, Pennsylvania Club only.

"THE WHEEL" 1-MILE CONSOLATION RACE.

ENTRANCE FEES. — \$1.00 to Championships; 50 cents to other events. To be sent to

T. HOUARD WRIGHT, Chairman, 232 Walnut St., Philadelphia, Pa.

Entries close 25 September, 8.00 P. M.

Handsome Gold and Silver Prizes in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

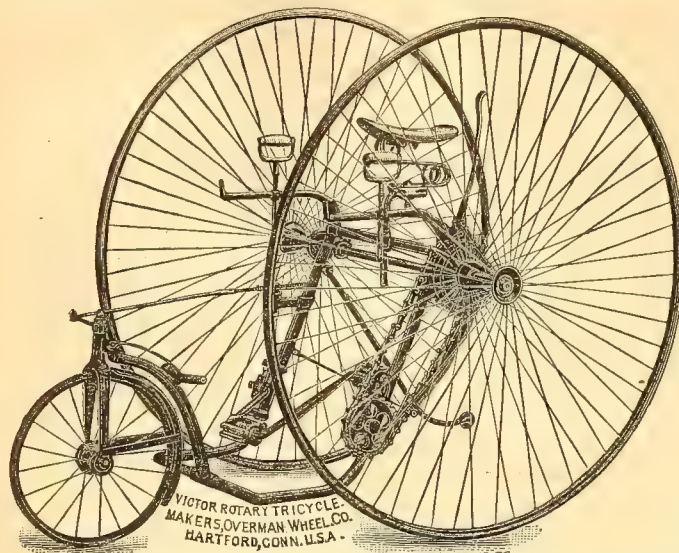
IN THE MORNING OF SAME DAY WILL BE HELD THE

First Annual Meet Pennsylvania Division L. A. W.!

AND FIFTH ANNUAL MEET PHILADELPHIA WHEELMEN.

FOR PARTICULARS ADDRESS

CHAS. M. MILLER, 1126 Walnut Street, Philadelphia, Pa.



VICTOR TRICYCLES

Were ridden by all the winners in the great Boston 18-mile road race.

THE RECORDS WERE:

1st. W. W. STALL, 1 h., 27 m., 45 sec. 2d. W. H. EDMANDS, 1 h., 31 m., 30 sec.
3d. J. S. DEAN, 1 h., 35 m., 25 sec. 4th. F. MORRIS, 1 h., 37 m., 20 sec.

"Corey Hill," Boston, up which no tricycle had ever been ridden, was climbed by W. W. Stall on a Victor Tricycle.

C. E. Heath rode a Victor Tricycle from Boston to Chicopee July 31 and Aug. 1. Actual riding time, 14 hours 7 minutes. Distance by road about 125 miles.

These records prove that the Victor Tricycle is both staunch and speedy, and that as a practical road machine it is a great success.

Illus. Catalogue, 3 cents.

Cabinet Photo, 15 Cents.

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat or Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover or Hat**; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "**AMERICAN SANSPAREIL**," Roadster, Light Roadster and Racer, and the "**AMERICAN**" Bicycles.

The "**AMERICAN STAR**" Bicycle has small wheel in front, effecting perfect safety.

The "**VICTOR ROTARY**" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

**509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.**

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

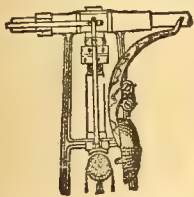
G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c Foreign.
7 cents a copy.

BOSTON, 14 SEPTEMBER, 1883.

Volume VII.
Number 19.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

NOW READY FOR DELIVERY.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade. Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,

66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

—) FACTORIES. (—)

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS,

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE M'FG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

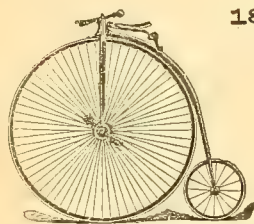
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company,

(LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

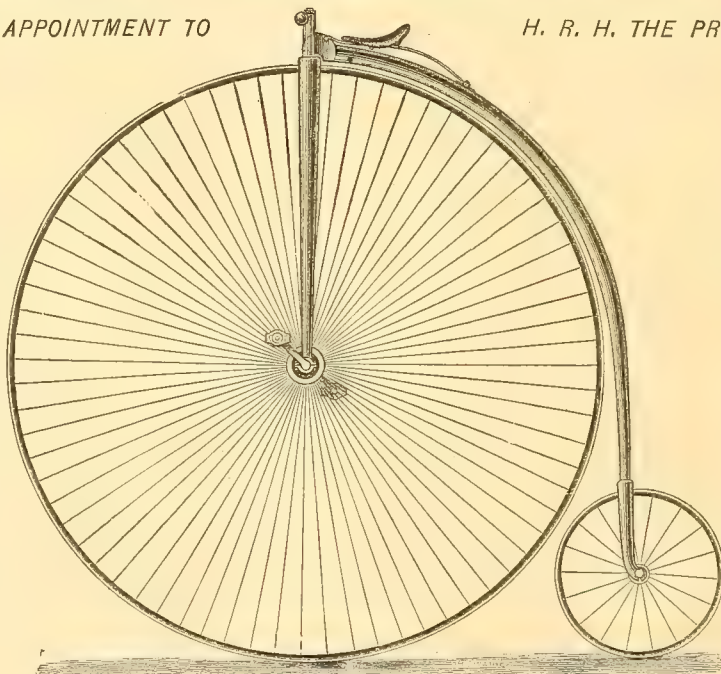
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

— SOLE MAKERS OF THE —

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

THE Bicycling World

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 14 SEPTEMBER, 1883.

CONTENTS

Editorial: Prevention of Headers	233
Currente Calamo	233
Twenty-Mile Professional Championship	233
More Records Broken	235
Correspondence: Those N. H. Roads; The K. C. W. Race	235
Racing News	236
'Cycling Institutions	239
Wheel Club Doings	239
Notes, Queries, Etc.	240
Fixtures	240

PREVENTION OF HEADERS.

PERHAPS one of the greatest drawbacks to the increase of bicycling among a large class of people is the supposed liability to severe and dangerous falls by coming a "cropper." By bicycle, in this connection, we have reference merely to the bicycle proper, and not to any of the peculiar and so-called safety bicycles. That headers are of common occurrence

among bicyclists we know from practical experience, that they occur more often than is necessary we also know, both from practical experience, and also by a little deductive reasoning. Some riders are continually falling, and never seem to quite manage the art of safe and successful riding. On the other hand, many riders of the same mount seldom or never have these disagreeable falls. Many avoid them by various means; by standing on the pedals, by pulling on the handles, by leaning backward as the wheel strikes an obstruction. The fact that Scuri, the monocyclist, balances between a forward and backward fall all the time, would seem to indicate that headers can be prevented, to a great extent. How does he do it? If Scuri finds that he is falling forward, he presses hard on the forward pedal, causing the machine to move enough faster than his body to bring it under him. If he is falling backward he back pedals until his momentum, which is greater than that of the machine, brings his body to its proper position. In other words, he stands on the pedals, which are not fixed, but moving supports. If an ordinary machine strikes an obstruction, or falls into a sharp hollow, the front wheel is practically fixed, or moves more slowly than before, while the rider continues on at about the same rate of speed, and describes a circle about the wheel. On most bicycles, when the little wheel has lifted about seven inches from the ground, the weight of the rider is exactly over the centre. If at this time he is moving faster than the machine, a header is the result. If, however, power is applied before the rider has passed the centre, and enough of it to cause the wheel to drive out of the hole or over the obstruction, the rider will fall backward until the small wheel reaches its normal position. The actual method of preventing a header is to force the large wheel so that it cannot stop. In order to pull hard on the handles, we must bear hard on the pedals, which is the same action referred to. Leaning back is equivalent to an increase of rake, and is a help. When the wheel strikes an obstruction, it is well enough to lean back, but the real preventive is to put sufficient power in the pedals to make the wheel go at least as fast as the rider. When the wheel slows up on account of an obstruction, put on plenty of power, and on no account back pedal.

Many riders, when there is a possibility of an immediate header, almost or entirely remove their feet from the pedals, a practice which cannot be too severely condemned.

CURRENTE CALAMO

DON'T fail to call at the WORLD tent on the grounds at Springfield. We shall be pleased to see you there.

THE races at Springfield will be held on the mile track, it having been deemed inexpedient to build a small track.

THERE will be a meeting of the racing board at Philadelphia, 29 September.

PRESIDENT BECKWITH met with a serious fall last week, and sprained both wrists.

COREY and Claflin thought the track was too rough at Manchester.

MR. CLAFLIN has received his Columbia tricycle, which is geared up to 53.

S. S. McCURE, editor of the *Wheelman*, was married on Tuesday, 4 September, at Galesburg, Ill., to Miss Hurd. Our congratulations to the happy pair.

THE *Clipper* of 8 September has a picture and biographical sketch of Louise Armaindo.

WOODSIDE will ride a 57½-inch Rudge at Springfield.

BURNHAM, Corey, and Saben will represent the Newton Club in the tug of war race at Springfield, all mounted on the Rudge bicycle.

BUY a copy of our next issue on the grounds at Springfield.

Twenty-Mile Professional Championship.

THE sixth race for the above championship was run at the Belgrave Road Grounds, Saturday, 25 August, in the presence of about 12,000 people. There was much interest felt in the result, as among the entries were Howell, who had just beaten record for the mile, in 2m. 40½s., Lees, who had ridden the week previous twenty miles in 58m. 34s., and Wood, who had won the belt twice in succession, and needed to win it but once more to become his personal property. The betting was five to two on Wood, two to one against Howell and Lees, and ten to one on either of the other two, who were Weston and Newton. The start was made about six o'clock, Newton going off with the lead, and scoring 2.56 for the first mile. On the sixth mile Lees crossed the scratch first, and, with the exception of a brief interval on the eleventh mile, when Newton again tried to make the pace, maintained that position until the last mile. On the beginning of the last mile, Howell, who, it is said, has beaten 240, in private, rushed to the fore with a marvellous burst of speed. Wood responded quickly,

THE BICYCLING WORLD.

SPECIAL SPRINGFIELD EDITION,

10,000 COPIES.

On the occasion of the Meet at Springfield we shall issue a very large edition of our paper and place it on sale at Hampden Park. We shall increase the number of pages and fill it with interesting reading matter, so that every person in attendance at the Meet will want a copy.

This issue will be one of the best mediums for advertising 'cycling goods' ever issued.

We will receive advertisements at our regular rates, \$1.00 an inch.

We shall have Headquarters on the grounds.

Our regular advertisements will appear without extra charge, but patrons will do well to improve this opportunity to advertise specialties, to make announcements, etc., etc. Reading notices, 15 cents a line.

Copy for advertisements should be in our hands not later than the 14th of September.

THE BICYCLING WORLD,

E. C. HODGES & CO. 8 Pemberton Square, Boston, Mass.

and secured second place, with Newton a close third. On the last half of the last lap Wood, with a brilliant and well-sustained spurt, took the lead and landed a winner, by fully fifteen yards, in 59m. 41 $\frac{1}{2}$ s. The last mile was the fastest ever ridden, being 2m. 31 $\frac{1}{2}$ s., though having been made with a flying start, does not stand as a record. The following is the time by miles:—

MILES.	M. S.	MILES.	M. S.
1.....	2 56	11.....	2 57
2.....	3 4	12.....	3 2
3.....	3 8	13.....	3 1
4.....	3 0	14.....	3 3
5.....	3 10	15.....	3 2
6.....	3 6	16.....	3 0
7.....	2 45	17.....	2 57
8.....	2 58	18.....	3 3
9.....	2 56	19.....	3 3
10.....	2 59	20.....	3 1 $\frac{1}{2}$

Total twenty miles, 59m. 41 $\frac{1}{2}$ s.

The following list of the competitors for the belt will doubtless be of interest to our readers:—

1882.	WINNER.	H. M. S.
Aug. 19,	C. R. Garrard,	1 5 41
Oct. 7,	R. Howell,	2 55
1883.		
April 14,	R. Howell,	1 5 0 $\frac{1}{2}$
June 9,	F. Wood,	1 6 46 $\frac{1}{2}$
July 14,	"	1 2 47
Aug. 25,	"	59 41 $\frac{1}{2}$

More Records Broken.

At the same time the professionals were running so fast at Leicester, the amateurs were after faster time at Surbiton, the occasion being the annual championship race of the Surrey Bicycle Club, for fifty miles. The following detailed description we clip from the *Sportsman*:—

Fifty miles Surrey B. C. Championship: H. F. Wilson (1), 2h. 52m. 55s.; C. D. Vesey (2), 3h. 2m. 8s.; G. R. Oxx (3); W. S. Russell, 43 miles (0). Wilson was first away from the start, with Vesey and Oxx close behind, the mile being finished in 3m. 1s. Oxx now dropped back, and was lapped in the third mile, Russell being a long way behind. At this point Wilson went away from Vesey, and, in the sixth mile, lapped him. Keeping up a 3m. 40s. per mile pace, he gained lap after lap on the others, and at the conclusion of the first hour covered 19 miles 505 yards, — no amateur, with the exception of H. L. Cortis, having previously ridden as far in that time. He was now riding slower, but when the twenty-sixth mile was reached he was 49s. in front of the previous best for that distance, and although keeping going well, at the thirty-eighth mile he was but a second to the good, thirty-seven miles just being ridden in 2h. Wilson now slowed down and took refreshments and rapidly lost time, so that at forty miles he relinquished his attempt to cut further record, and was content to finish the distance with ease. Vesey picked up a lap on the leader, and also cried content with his position, Wilson finishing two miles and

a quarter in front of Vesey and five miles from Oxx third, in 2h. 52m. 55s. Vesey took 3h. 2m. 8s., and Oxx, although apparently well inside the time, quitted the track half a mile from the finish, Russell retiring at forty-three miles. Times of the leader for each mile:—

MILES.	H. M. S.	MILES.	H. M. S.
1.....	0 3 1	*26.....	1 22 6
2.....	0 5 55	*27.....	1 25 48
3.....	0 8 51 $\frac{1}{2}$	*28.....	1 27 18
4.....	0 11 54	*29.....	1 32 40
5.....	0 14 56	*30.....	1 35 55 $\frac{1}{2}$
6.....	0 18 1	*31.....	1 39 8
7.....	0 21 8	*32.....	1 42 33
8.....	0 24 16	*33.....	1 46 3
9.....	0 27 21	*34.....	1 49 31
10.....	0 30 27	*35.....	1 52 58
11.....	0 33 37	*36.....	1 56 27
12.....	0 36 43	*37.....	2 0 0
13.....	0 39 51	*38.....	2 3 27 $\frac{1}{2}$
14.....	0 42 52	39.....	2 7 4
15.....	0 45 57	40.....	2 10 51
16.....	0 49 12	41.....	2 14 47
17.....	0 52 36	42.....	2 18 43
18.....	0 55 55	43.....	2 23 18
19.....	0 59 6	44.....	2 27 40
20.....	1 2 21	45.....	2 31 43
21.....	1 5 39	46.....	2 36 25
22.....	1 8 53	47.....	2 40 45
23.....	1 12 10	48.....	2 45 0
24.....	1 15 26	49.....	2 49 11
25.....	1 18 44	50.....	2 52 55

* Fastest amateur time on record.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Those New Hampshire Roads.

Editor Bicycling World:—I, "without malice aforethought," and unintentionally, touched a most tender spot in Friend "Telzah's" armor, and most humbly ask his pardon if my statement *re* New Hampshire sand was so broad as to hurt his bicyclic feelings.

Obstinacy it may seem to our Portsmouth friend, but it is most certainly not ignorance, for I have sampled pretty thoroughly all the *direct* roads Exeterwards, and must reiterate my statement of *sand*, not only before, but after crossing the line.

The route *via* Newburyport has been so often published that I thought it unnecessary to mention, but going that way, or *via* Amesbury are not *direct* routes to Exeter by any manner of means, when this city is the starting point. I am happy in concurring with him as to the excellent beach roads, and sigh when I also acknowledge how poor our roads are in this vicinity, for it not only prevents an increase of wheelmen in this section, but also prevents "Telzah" and a host of other good fellows from coming here, while I, like a poor relation, do all the visiting.

J. FRED. ADAMS.

The K. C. W. Race.

Editor Bicycling World:—If the matter of the Kings County races had been dropped with Mr. Corey's letter to your valuable paper, no notice would have been taken of it by Worcester wheelmen, as it is very natural that the second man in a race should feel a little out of sorts if he has an idea that he ought to have been first. When, however, it is so persistently rubbed into the public in the daily papers that the second man won the race, and that the first man was second, it is time to speak on the other side. The gentlemen who went out with Midgley kept track of the laps as they were run, and notified him occasionally as he came past, how many more he had to go. For the last half dozen laps they notified him each time, and Corey's friends had the same opportunity.

The race was for twenty-five miles (not twenty-five miles and one lap), and no failure on the part of the officials to fire a pistol could make the race for any longer or shorter distance. To show the inconsistency of the claims of Corey and his friends, let me quote from the *Globe* of 8 September: "As the pistol was discharged, they all three dashed away. Corey, who had been reserving his strength for this part of the race, taking the lead, followed by Midgley and Pettus, neither of whom could overtake him, and he finished fifteen yards ahead." After Midgley finished his twenty-five miles he slowed up, and the "dashing" on the extra lap was all done by Corey. The utter absurdity of his gaining sixteen yards on Midgley in one eighth of a mile is hardly worth the discussing. It will, indeed, be a very cold day when he can give Midgley one hundred and twenty-eight yards in a mile, which would appear to be their relative racing speed on this lap, according to the *Globe*. Races cannot be won on paper, and it seems to us in Worcester that Corey will have ample opportunity in the twenty-five-mile race at Springfield to show his superior speed, and that danger of mistaking the number of laps. Of course we understand that it is very improper for a new rider to win and cut the records in his first race, but it could not be helped. As to the "congratulation" business, there seems to be a wide difference of opinion in regard to it. *ÆOLUS*.

Editor Bicycling World:—In Mr. Corey's letter of explanation regarding races at Williamsburg, 1 September, he says Mr. Pitman was starter. So he was, and right heartily, for it was my wish to see him win, being an old friend, but when he says "The fact Mr. Pitman, the starter, who fired the pistol, congratulating him, together with his other competitors, is quite conclusive they all went by the rules, and by these rules must have won the race." Allow me to correct Mr. C. in one very important, to me,

matter. My understanding of a starter's position is: fire the pistol to start, and ring the bell or fire the pistol at beginning of *last lap*. As the referee said shoot the gun on last lap, I said *nothing*. But *Pit.* did not make any error. I greatly regret there should be any controversy whatever. That Mr. Corey knew just where he was by miles and laps I am satisfied, as also that he put in, as also did the others for all they were worth, and had it not been for Petrus riding wide on last turn, thereby bothering Corey, the result might have been different. One thing certain, an eight-lap track is not decent for a field of flyers to ride without interference from one another, especially if there is a close finish. In conclusion, would say, would it not be better for friend Corey to *bear and forbear*. We are all human. Were your humble servant to follow Mr. Corey's rule, bicycling would be one of the lost arts with him.

Fraternally Yours,
WILL. R. PITMAN,
Capt. Ixion Bicycle Club.

NEW YORK. 7 September, 1883.

MR. COREY has received a letter from the judges of the K. C. W. races, affirming his position, and stating that he is the victim of an unfortunate error on the part of the referee. Mr. Corey has consented to receive the second medal under protest.

RACING NEWS

New England Fair Races at Manchester, N. H.

SOME seventy-five wheelmen took part in the parade and witnessed the races at the New England Fair, in Manchester, N. H., on 4 September. The whole affair was under the auspices of the Manchester Bicycle Club, who entertained all visiting wheelmen and provided them with dinner and supper at the leading hotel. At about one o'clock the line of parade was formed near the Battery building, which was used as stable for wheels, and in two divisions the party rode some two miles over sandy roads to the Fair Grounds. The first division was under command of Chief Consul C. H. Wilkins, captain of the Manchester Club, and consisted of all New Hampshire club men. G. W. Hendrick, of Nashua, acted as bugler, and Rev. H. F. Bedinger and E. P. Comins, of Concord, N. H., acted as aids. The Manchester, Rockingham, of Portsmouth, Nashus Wheel, Star, of East Rochester, and Pennecook, of Fisherville, were well represented in this division.

The second division, consisting of all wheelmen from other States and the unattached, was in command of Capt. W. B. Everett, of the Boston Bicycle Club, with Capt. E. F. Tolman, of the Worcester Æolus Wheelmen, W. W. Stall, of the Bostons, and Sec. E. A. Hemmenway, of the Tremonts, as aids. The Andover, Lawrence, Lowell, Brockton, Newton, and

Boston Ramblers clubs were also represented.

After a half hour's parade over the race track the races were started. The track, which is built of sand and loam, had been rolled dry, and was in a shocking condition, as the time made by the flyers will show.

First race. Two miles, best 2 in 3; four starters. Thos. Midgley, Worcester, first; John H. Tacy, of Lawrence, second; Frank McMaster, Nashua, third; R. F. Stahl, Boston Ramblers, fourth. Winner's time, 8.17½ and 8.41½.

Second race. One mile, best 2 in 3; three starters. J. W. Wattles, Boston Ramblers, first; J. Q. Hatch, Northboro', Mass., second; W. H. Cotton, Lawrence, third. Winner's time, 4.39 and 4.26¼. Hatch a good second in each heat.

Third race. Half-mile, best 2 in 3; three starters. Frank L. Dean, Worcester, first; J. Q. Hatch, second; W. B. Segur, Andover, third. Winner's time, 1.57½ and 1.54½. In each of these races but two heats were run, the order being the same in each.

Fourth race. One-mile dash, open to New Hampshire wheelmen only; three starters. Archie L. Jenness, of Rye, first; Frank Moses, of Portsmouth, second. F. McMaster held second place to the finish, but failed to cross the line, and was given third place. Time, 4.20½. Judges, E. F. Tolman, W. B. Everett, E. A. Hemmenway. Referee, C. A. Hazlett. Timers, W. W. Stall, F. A. Fielding, F. J. Philbrick. Scorer, F. C. Baldwin. Starter, J. N. Pierson.

Prince defeats Higham.

ST. PAUL, MINN., Thursday, 30 August. — Prince and Higham met to settle the three-mile championship (?) of the world, for \$2,000, best two in three heats. The first heat was won by Higham in 9m. 59s. Second heat was won by Prince in 10m. 44s. The final heat also resulted in a victory for Prince in 10m. 19s. At the same time and place the following amateur races here held: Two-mile race for a gold watch and the championship of Minnesota. Seven starters. H. C. Johnson (1), E. L. Sawyer (2), S. Bacon (3), Walter McCord (4). Johnson went off with the lead, and was never headed. No time given.

Half-mile dash for State badge: Walter McCord (1), F. S. Bryant (2). Time, 1m. 36¼s.

L. O. W. MEET, COLUMBUS, OHIO, 4 September. — Fully 1,500 people witnessed the races of the L. O. W. at Recreation Park, and a large number of ladies graced the occasion. The track was in fair condition, but a trifle soft, which, with a strong west wind, rendered the times somewhat slow. The following is a summary of the events: —

ONE HUNDRED YARDS SLOW RACE: Ray Van Veeten (1), W. H. Wetmore (2), 4m. 40s.

HALF-MILE DASH, six starters: S. D. Kingsbury, Xenia (1); T. T. Tress, Co-

lumbus (2); J. D. Pugh, Jr., Cleveland (3). Time, 1m. 43¾s. A close and exciting race, won by about two feet.

TWO-MILE, three starters: W. H. Wetmore (1); C. F. Nagle (2); A. C. Bates, Cleveland (3); 7m. 53¾s. Won by a foot.

OBSTACLE RACE, TWO-FIFTHS MILE: F. S. Cook, Springfield (1); John Barclay (2); J. D. Pugh, Jr. (3). Time, 2m. 53¾s.

FIVE-MILE, Seven starters: George Collister, Cleveland (1); N. L. Pierson, Cincinnati (2), 19m. 22s.

ONE-MILE CHAMPIONSHIP, four starters: Asa Dolph, New London (1); W. E. Galway (2); 3m. 27s.

CONSOLATION RACE, ONE MILE: N. L. Pierson, Cincinnati (1); 3m. 47½s.

OFFICIALS.

Referee: W. A. Whiting, Cincinnati. Judges: Fred. T. Sholes, Cleveland; W. R. Kinnear, Columbus; S. M. Livingston, Xenia; W. D. Packard, Warren; Maurice Moody, Dennison.

Time-keepers: Fred. T. Sholes, Cleveland; D. H. Cowan, Canal Winchester; Alfred Ely, Jr., Cleveland; E. B. Amann, Sidney; C. J. Krag, Columbus.

Scorer: Charles A. Hanna, Cadiz.

Starter: A. M. Crothers, Springfield.

Clerk of the course: Alfred Ely, Jr., Cleveland.

In the evening the wheelmen assembled at City Hall, where club drills and fancy riding were indulged in in the presence of a large audience.

Cleveland Club was awarded the prize for the best-drilled club. W. H. Wetmore gave a very fine exhibition of fancy riding, and was awarded first prize.

THE BANQUET.

After the fancy riding about one hundred wheelmen sat down to an excellent and well-served dinner. Mayor Walcutt delivered a cordial address of welcome. At the proper time Mr. H. S. Livingston of Cincinnati, president of the League called the banqueters to order, and after a short speech, in which he thanked the Buckeye Club and the citizens for their entertainment, he announced the toastmaster of the evening, Capt. Kirkpatrick, of Springfield.

Dr. Baldwin responded to "The Wheel." "The League of American Wheelmen" brought to his feet Capt. Sholes. The toast to the "City of Columbus," was replied to by Capt. Felton. "The Ladies," by J. Kitchell, and the "Press," by Capt. Porter, closed the list of toasts. The whole affair was a complete success, and will long live in the memory of those present as one of the pleasantest events in the 'cycling history of Ohio.

OVID, MICH., 24 August. — One-mile: Smith (1), 3m. 18½s; half-mile, Kudner (1), 1m. 37½s; Huber (2); half-mile, H. Tillotson (1), 1m. 40s.; half-mile, for Stars, Worthington (1), 1m. 44½s.; Ives (2), Daniel (3).

PEORIA, Ill., 30 August. — One mile; C. F. Vail (1), 3m. 32s.; half mile, John

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, **34 lbs.** The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.—The Patent **Differential Double Driving Axle**. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{3}{4}$ -inch and $\frac{1}{2}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $\frac{61}{2}$ -inch and $\frac{31}{2}$ -inch; *Æolus* Ball Bearings to all wheels; Plain Universal-jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $\frac{51}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

The above Machines will be on exhibition and for sale at the

SPRINGFIELD SKATING RINK

During the Bicycle Tournament, Sept. 18, 19 and 20.

WAIT AND EXAMINE THEM BEFORE ORDERING.

Good Agents Wanted.

Send for Catalogue.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

B. SCHULENKORF & SON, Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street,

BOSTON.



Patented in England and the United States.

BURLEY'S ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE IDEAL BICYCLE,

Manufactured by

R.P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 ".....	42.00
44 ".....	54.00
46 ".....	60.00
48 ".....	66.00
50 ".....	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

HARWOOD'S

SAFETY STEP



No. 5.

Is made in five styles to fit any machine without drilling new holes in back-bone.

The Bevelled Teeth prevent tearing the clothing and secure firm foot-hold in mounting.

The Safety Flange prevents cutting the leg in case of a mis-step or fall.

The cut No. 5 represents the style specially adapted to the American Sanspareil, but equally applicable to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD,

P. O. Box 1252.

Worcester, Mass.

THE PERFECTION BICYCLE ALARM.

Patent Secured.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE SERRELL ALARM CO.

161 & 163 Clymer Street,

BROOKLYN, E. D., N. Y.

H. Koch (1), 1m. 58s.; Joseph Callender (2).

ROCHESTER, N. Y., 30 August. — Races under the auspices of the Genesee Bicycle Club. One-mile: J. M. Harper (1), 3.25 $\frac{1}{2}$. Three-mile club championship: J. M. Harper (1), 11.55; M. F. Shafer (2), 11.06. Half-mile race, by two men on one wheel: W. Curtis and G. N. Perkins, Rochester Club (1), 1m. 42 $\frac{1}{2}$ s. Half-mile race, without hands: J. M. Harper (1), 1m. 47s. Fancy riding: Wm. Turpin. The relay race, one mile, between the Genesee and Rochester Clubs, was won by the former. Ten-mile race: J. M. Harper (1), 39m. 37 $\frac{3}{4}$ s.; E. B. Freatman (2). A banquet was given in the evening at the New Osborn House, when the prizes won during the afternoon were awarded.

RUTLAND, VT., 6 September. — The Rutland Bicycle Club held its first race meeting in connection with the fair in that city. Three-mile scratch, R. F. Russell (1), W. W. Eggleston (2), 12m. 2 $\frac{3}{4}$ s. 1-mile handicap. R. F. Russell scratch (1), Charles Ross, 15s. (2), George Tuttle, 30s. (3), W. W. Eggleston, scratch (4), Frank Stillson, 1m. 15s. (5), a very close and exciting race, 3m. 47 $\frac{3}{4}$ s. The track is one half mile, and in poor condition, strong wind blowing. All things considered, the club had good races, and will try it again next year on a larger scale. C.

IN a race for \$100 between George S. Blakeman on a bicycle and the trotting horse Jim, the former to ride half-mile heats, while the latter trotted miles, at Hamilton Park, New Haven, Ct., 31 August, the bicyclist won in two straight heats. Time, 1m. 39s., 1m. 37 $\frac{1}{4}$ s.

THE Lowell Bicycle Club will hold a race limited to club members next week. Mile heats, best two in three.

THE Germantown race meeting is "booming," and will doubtless be a great success. Three diamond medals, valued at \$75, \$50, and \$40, will be given in the championship races.

THE Baltimore races for 12 September have been postponed for a month, owing to the inability to have the track completed in time.

THERE will be a seventy-two-hours bicycle race for professionals in Chicago, at Gremen's Madison Street Garden, twelve hours each day, commencing Monday, 15 October. The track is eleven laps to a mile, of closely-matched pine boards with raised corners. Fifty per cent of gross receipts to competitors. Particulars will be published in the WORLD.

THE Detroit Bicycle Club will hold races in connection with the State Fair on Wednesday and Thursday, 19 and 20 September. They offer \$100 in medals (all gold) for three races. On Wednesday, at 1 P. M., a one-mile race, best two in three. On Thursday, at 1 P. M., a one-half-mile race, best two in three, and a half-mile dash for those who never won

a prize. Open to all L. A. W. members in Michigan.

'CYCLING INSTITUTIONS

L. O. W. Meet.

THE annual meeting of the League of Ohio Wheelmen was held in Columbus, Ohio, Monday, 3 September, and in point of interest and attendance far exceeded any previous meetings. At three o'clock in the afternoon a business meeting was held in City Hall. In the absence of Secretary Barnum, C. J. Krag, of Columbus, was elected to take his place. President H. S. Livingston, of Cincinnati, delivered his annual address, which showed the League to be in a very prosperous condition. It was stated that the enrollment of wheelmen in this State for the present year was already double what the organization boasted of last year, and yet there were signs of increasing strength on every hand. The numerous legal and legislative decisions in favor of wheelmen were also pointed to as examples of the increasing popularity of the sport among all classes. They have already secured the privileges of Central Park in New York City, and, further, have obtained recognition from the railroads, nearly all of which offer favorable rates for the transportation of both men and machines. Ohio now ranks third in point of numbers among all the States, being led by New York and Massachusetts. Many valuable suggestions were made regarding the increase of membership.

The reports of the secretary and treasurer were also read, and were very gratifying.

On motion, the L. O. W. was formed into the Ohio division of the L. A. W. and the constitution as prepared by H. B. Hutchinson, W. H. Miller, and Charles J. Krag, was adopted unanimously. A vote of thanks was returned to the committee preparing the same. A nominating committee, composed of Messrs. F. T. Sholes, Cleveland; E. G. Barnett, Springfield, and H. G. Cardwell, Columbus, nominated D. E. Barnum, Springfield, for treasurer, and Charles J. Krag, Columbus, for secretary of the Ohio division, L. A. W. The nominations were unanimously confirmed, after which the nominating committee named W. A. Whiting, Cincinnati, J. P. McCune, Columbus, and E. G. Burnett, of Springfield, as candidates for the nominating committee next year. Mr. F. T. Sholes, of Cleveland, read a communication from the Cleveland Club, asking that the next annual meet be held in that city, and the same was accepted amid great applause. The secretary was instructed to return thanks to Mr. Harrison Cole for kindness in offering an opera-glass as prize for the two-mile race, and after thanks to retiring officers, the Buckeye Club and Mr. B. B. Ayers, of Chicago, who secured favorable railroad rates, the session closed.

WHEEL CLUB DOINGS

THE Nashville (Tenn.) Bicycle Club has just received a donation from the mother of Mr. Julian E. Spence, their late member, deceased. It has been determined to apply the fund to the purchase of a medal, to be called the Julian Spence medal. This medal will be the property of the club, to be competed for annually, and worn by the victorious contestant for the ensuing year. Mr. Alfred E. Howell, president of the club since its organization, was unanimously elected as consul to the League of American Wheelmen to represent Tennessee. This election has met with general satisfaction by the officers of the League. Mr. Alfred E. Howell was re-elected president, and Capt. V. L. Cunningham vice-president, sub-captain, and bugler. The offices of secretary and treasurer, which had been separated at a previous meeting, were merged into one, and L. N. Jesunofsky was unanimously re-elected. Mr. J. S. Ross was re-elected standard bearer. The club has now an active membership of twenty-five, and honorary membership five.

At the last regular meeting of the Boston Ramblers, W. I. Harris was elected president, *vice* S. S. McClure, resigned; C. O. Schuchman was elected secretary; A. L. Flocken first lieutenant; A. D. Peck second lieutenant, and J. W. Wattles a member of the club committee, all to fill vacancies caused by resignations and promotions.

RUTLAND (VT.) BICYCLE CLUB. — Third annual election of officers, Monday, 3 September: A. S. Marshall, president; Geo. D. Tuttle, secretary and treasurer; C. G. Ross, captain; F. W. Knapp, lieutenant; F. T. Tyrrell, bugler. The club will be represented at Springfield with nine men.

THE LAFAYETTE WHEELMEN, of Baltimore, Md., held its first monthly meeting in its new club-house on Druid Hill avenue, Tuesday evening, 4 September. The club had just removed from its old rooms on Madison avenue to its new club house, the following brief description of which may prove of interest to our readers: It is situated in a pleasant neighborhood, about two minutes' ride to Daniel Hill Park gate. In the basement is a wheel room fitted to accommodate about twenty-five machines, and cupboards to keep lamps, oil, and other accessories. In the upper apartments is a wash, cleaning, and repairing-room, from which there is a door leading to the cellar, and also one into a good-sized yard with grass plats. The entrance to the club-house proper is by three white marble steps through a handsome doorway and into an elegantly papered hallway nicely carpeted with Brussels. The reception-room on the right is handsomely furnished; adjoining this, by large folding doors, are reading and meeting rooms, at the end of which is a bay window leading out upon a piazza, running the full length of the house and affording a pleasant lounging place, with a magnificent view of the surroundings. The floors are all handsomely carpeted and furnished in a home-like manner, and when thrown open will be used for receptions, balls, etc. Upstairs there is a pool-room and dressing-room, with large lockers and bath rooms and all conveniences for the toilet. On the upper floor dwells the janitor and his family, who will look after the premises and keep them in good trim.

The Lafayette Wheelmen was organized the latter part of July last, with eight members, as follows: Mr. A. E. Mealy, president; Chas. E. Ludwig, captain; Wm. Bayley, lieutenant; W. S. Kahler, secretary and treasurer; Wm. Mentzel, bugler, and Messrs. Frederick Beck, Joseph Geigan, and Alex. Shaffer as the house committee. At the last meeting the roll showed a membership of twenty-two active and one honorary, and at that time there were three additional names on the bulletin as applicants for active membership, to be voted upon at the next meeting. The club now is in a flourishing condition financially, and every outlook at present points toward a bright and prosperous future for the Lafayette wheelmen.

BICYCLE CHALLENGE.—In order to decide by a public trial the relative merits of double fancy bicycle riders, I hereby challenge any and all double fancy and acrobatic bicyclers in America (barring none in the world) to meet and ride against myself and partner for a gold medal and the championship of America, at the Springfield meet on 20 September, the medal to be given by the Springfield Bicycle Club. The conditions being that the contest be on the modern bicycle, and that the two ride on a single machine—not two.

PROF. W. D. WILMOT AND PARTNER,
Champions of the World.
BOSTON, 8 September, 1883.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

ROUTE WANTED.—A. W. Ballou desires information regarding the roads from Needham, Mass., to Nashua, N. H., and north from there following the river valley. Any information will be received by us with thanks.

FIXTURES

Saturday, 15 September:

Maryland Bicycle Club, annual run to Springfield.
Worcester Apolus Wheelmen, ten-mile handicap race for \$25 gold medal, club members only.

Boston Bicycle Club, 7 P. M., moonlight run, Newton and Chestnut Hill reservoir.
Newton Bicycle Club, Eliot Block, 7.30 P. M., moonlight run.

Sunday, 16 September:

Tremont Bicycle Club, 10.15 A. M., to Swampscott.

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Thursday, 20 September:

Third day of Springfield Club tournament.

Race meeting at Des Moines County agricultural fair.

Saturday, 22 September:

Boston Bicycle Club, 2 P. M., run to West Roxbury via Hammond street.

Sunday, 23 September:

Tremont Bicycle Club, 9.30 A. M., to Cobb's.

Wednesday, 26 September:

Albany Bicycle Club races.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 56-inch full-nickelled Harvard bicycle, ball bearings to both wheels, cradle-spring, cyclometer, Harwood step; in first-class condition, been run one season, too small for owner, and will sell very cheap. Address, A. L. CONYER, Box 75, Rome, N. Y.

FOR SALE.—One 44-inch Cheylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

FOR SALE.—One 52-inch 'Extraordinary bicycle, pattern of 1881, been run about fifty miles, nearly as good as new; price, 100. M. D. GILLET, Springfield, Mass.

FOR SALE.—A Coventry Convertible tricycle, can be used either single or for two riders at will, fitted with both seats and long-distance saddles and extra seat for child, ball bearings all round, pedals included, adjustable handles and everything first-class; cost \$225 without extras, will sell complete for \$175. Address, W. B. EVERETT, 338 Washington street, Boston.

BOSTON BICYCLE CLUB.

Fourth Annual

Twenty-Mile Championship,

BEACON PARK,

Saturday, 29 September

100-MILE ROAD RACE,

Starting from Bailey's, So. Natick, 6 Oct.

Entries close with J. S. Dean 1 Oct.

Entrance Fee, \$1.00.

BARGAINS IN WHEELS.

We are also in the bargain business. The following Wheels are all perfectly new and complete in every particular. Customers who prefer them "slightly shop-worn" can no doubt make them so. Prices are for Wheels delivered at railroad, properly crated:—

28-inch Acme Bicycle, Rubber Tire.....	\$10.00
32 " " " " " "	14.40
36 " " " " " "	20.00
42 " " " " " "	28.00
44 " " " " " "	36.00
46 " " " " " "	40.00
48 " " " " " "	44.00
50 " " " " " "	47.00
24 " Petite Tricycle, " "	14.00
28 " " " " " "	19.00
32 " " " " " "	24.00
Victor Rotary Tricycle.....	150.00

SECOND-HAND WHEELS.

54-inch Special Columbia, Nickelled, Ball Bearings.....	90.00
52-inch Enamelled Standard, Ball Bearings, only used one week.....	102.50
Victor Rotary Tricycle, used one month, in perfect order.....	130.00

T. B. RAYL & CO.
DETROIT - - - - MICH.

SECOND-HAND BICYCLES.

46 inch D. H. F. Challenge, Ball Bearings,	\$75
46 " Special " " "	70
50 " O. S. Standard Columbia, Cone Bear,	55
50 " Harvard, Full Nickel-Plated,	110
52 " Special Columbia,	75
52 " " Challenge, Ball Bearings,	80
52 " Yale Light Roadster, Full Nickelled,	125
54 " Harvard, All Bright,	95
54 " Superb, Full Nickelled Ball Bearings,	110
54 " British Challenge, Nick'd Nearly New,	135
57 " Yale Roadster,	110
50 " Extra Challenge, Balls All Around	140
52 " Extra Challenge,	75
56 " Standard Columbia, Ball Bearings,	85

H. B. HART,

811 Arch Street, Philadelphia, Pa.

Note.—Send for Full Description and Terms.

BICYCLES ON THE INSTALMENT PLAN

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

MISSOURI WHEEL CO., 12 St., near Olive St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

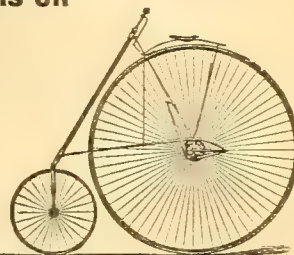
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



REDUCTION IN PRICE.

—THE—

UNION BICYCLE,

A High Class, Elegant, Durable Machine, made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch, \$81. Full Nickelled, \$100.

McKEE & HARRINGTON, - - - 173, 175, 177, 179 Grand Street, NEW YORK.

SEND THREE CENT STAMP FOR CATALOGUE.

Under License from Pope Mfg. Co.

THE JOINT RACE MEETING OF THE GERMANTOWN AND PENNSYLVANIA BICYCLE CLUBS

Will be held Saturday, 29 September, 1883, at The Gentlemen's Driving Park, Philadelphia,

AND WILL COMPRISE THE FOLLOWING EVENTS:

3-Mile L. A. W. Championship of America.

1 and 5-MILE PENNSYLVANIA STATE CHAMPIONSHIPS,

Open to Pennsylvania L. A. W. Members only.

1-MILE JUNIORS' RACE, Boys under 16.

1-MILE NOVICES' RACE, for those never having won a First Prize.

2-MILE HANDICAP, 200 Yards limit.

150 YARDS SLOW RACE, Handicap, 15 Yards limit.

1-MILE TRICYCLE, Handicap.

FANCY RIDING CONTEST.

1-MILE CLUB RACE, Pennsylvania Club only.

"THE WHEEL" 1-MILE CONSOLATION RACE.

ENTRANCE FEES.—\$1.00 to Championships; 50 cents to other events. To be sent to

T. HOUARD WRIGHT, Chairman, 232 Walnut St., Philadelphia, Pa.

Entries close 25 September, 8.00 P. M.

Handsome Gold and Silver Prizes in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

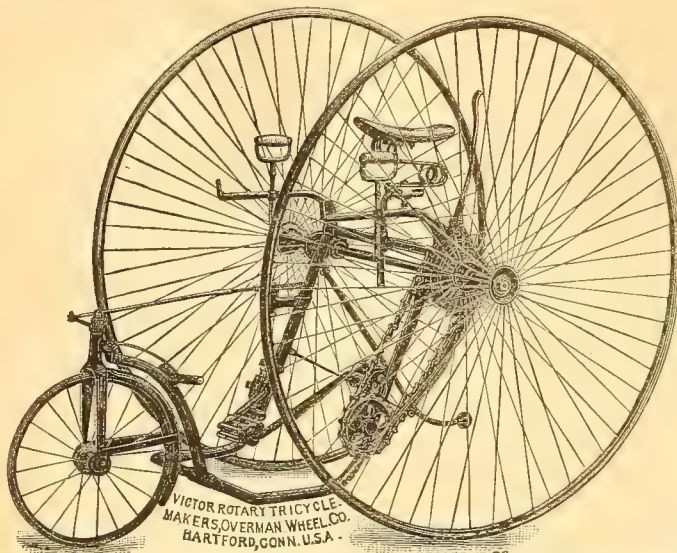
IN THE MORNING OF SAME DAY WILL BE HELD THE

First Annual Meet Pennsylvania Division L. A. W.!

AND FIFTH ANNUAL MEET PHILADELPHIA WHEELMEN.

FOR PARTICULARS ADDRESS

CHAS. M. MILLER, 1126 Walnut Street, Philadelphia, Pa.



VICTOR TRICYCLES

Were ridden by all the winners in the great Boston 18-mile road race.

THE RECORDS WERE:

- 1st. W. W. STALL, 1 h., 27 m., 45 sec. 2d. W. H. EDMANDS, 1 h., 31 m., 30 sec.
3d. J. S. DEAN, 1 h., 35 m., 25 sec. 4th. F. MORRIS, 1 h., 37 m., 20 sec.

"Corey Hill," Boston, up which no tricycle had ever been ridden, was climbed by W. W. Stall on a Victor Tricycle.

C. E. Heath rode a Victor Tricycle from Boston to Chicopee July 31 and Aug. 1. Actual riding time, 14 hours 7 minutes. Distance by road about 125 miles.

These records prove that the Victor Tricycle is both staunch and speedy, and that as a practical road machine it is a great success.

Illus. Catalogue, 3 cents.

Cabinet Photo, 15 Cents.

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short Coat or Cape, covering the body but not interfering with wheel. Leggings, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. Cap Cover or Hat; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a Saddle Cover, with which machine may be exposed to rain and saddle remain dry. A Double Heavy Cover is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and EASIEST RUNNING machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.

THE Bicycling World

SPRINGFIELD NUMBER.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10 cents a copy.

BOSTON, 21 SEPTEMBER, 1883.

Volume VII.
Number 20.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

NOW READY FOR DELIVERY.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,

66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.

Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

—) FACTORIES. (—

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS,

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

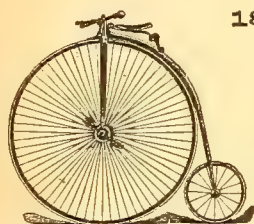
Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,
SOLE UNITED STATES AGENT FOR THE



Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

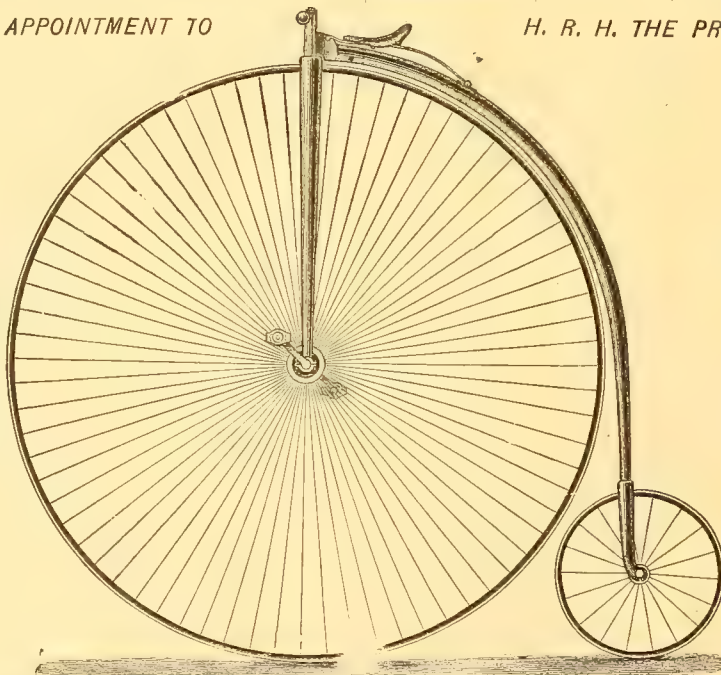
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle
TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....\$2.00
Six months " 1.00
Three months "60

Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 21 SEPTEMBER, 1883.

CONTENTS

Editorial: Law Breakers; Notes	245
Springfield Tournament: Programme, 247; Committeees, 247; Officials, 247; Camp Regulations, 247; Fireworks, 248; Rules of Road, 248; The Exhibition, 248; Racing Men, 249; Records, 250; Prizes, 250; Notes, 251;	247-251
Corrente Calamo	253
New York	255
Route from Albany to Poughkeepsie	255
Down-East Tour.—III.	257
A Flagrant Outrage	259
English Notes	261
French Notes	263
Chicago Chat	263
St. Louis Notes	263
Route to Brockton	265
Correspondence: Knee Breeches, Ladies' Dress, Brockton Races	265
Racing News	267
C. T. C.	267
Fixtures	267

LAW-BREAKERS.

THE Essex County Wheelmen will be doing a good thing by turning their attention to the suppression of the sidewalk riding nuisance in the towns of Beverly and Manchester. Bitter complaints reach us through the medium of a well-known Boston wheelman, sojourning in that section during the summer, at the overbearing and obnoxious actions of certain 'cyclists. He cites an exceedingly aggravated case, in that of one of these cads ordering a venerable lady off the sidewalk in anything but polite words, to make room for this little god on wheels to pass. He relates other instances of a similar kind, and of a more or less obnoxious character. We might also add our own testimony of the exceedingly aggravating way in which some wheelmen act. It was only a few evenings since a wheelman went by our house on the sidewalk, though the street is smooth macadam, and, with a constantly ringing bell, supplemented by the discordant callopie, caused all pedestrians to move to one side. It was Sunday, too, when peaceful and respectable people were taking a quiet stroll. We ordered him off, in rather a sharp tone, and the answer he returned was not such as we care to produce in these columns. Nothing hurts our feelings, or, in fact, the feelings of all sincere 'cyclists, more than to be obliged to hear of and see such arrogant proceedings on the part of some who rejoice in the name of wheelmen. The fact is, that the time has come when clubs and 'cycling institutions must deal with such cases in a vigorous and decisive way. We may be considered a trifle stiff in making the assertion that 'cycling organizations are not doing their duty unless they assist the civil authorities in bringing 'cycling culprits up with a sharp turn. As "a journal devoted to the interests of bicycling and tricycling, we certainly shall lend our influence in a way to nip these law-breaking propensities on the part of some 'cyclists in the bud. We are looked on with lenient eyes in many sections, but if we make a nuisance of ourselves there will be a reaction of public feeling.

How shall a tricycle race be started? seems to be the question just now agitating the mind of some, and though we do not know how they do it in England, we have but little hesitation in saying

that the driving wheels, in all cases, are the true guides. They should rest on the scratch at the start, and they should be watched at the finish. We presume that, by deduction, the same rule would apply to the Star bicycle. How they will look at it in Springfield we do not know, but hope they will agree with us.

RECEIVING, as we do almost daily, inquiries respecting the best route from this place to that, we cannot but feel impressed with the need of some kind of road book. With the exception of a few meagre roads published some years ago, there is no compilation of routes which will aid those contemplating tours. As the number of wheelmen increase, there is, naturally, a much larger number who use their wheels rationally, and are not content with the delusive pleasures of a club run. Our older 'cyclists, who retain the same fondness for the pleasures of 'cycling as of yore, are no longer content with such conventional riding. It is conventional, and is using the bicycle and tricycle, not as they ought to be used, but for useless parades and unsatisfying crawls. We do not hesitate to predict that the proclivities of 'cyclists will, in the future, be more marked than at present. It is not easy to say exactly what will be the strongest proclivity, or what use of the bicycle and tricycle will find the majority of adherents. It is, however, easy to see that there is a strong tendency towards more touring. There is much needed to help along this desirable result. Not only is there much needed, but what is more to the purpose, much can be done. We have so often called the proper authorities to task for not doing more in this direction, and less in the way of 'cycling politics, that we refrain from doing so now, but we do need and ought to have more available routes in get-at-able form.

THE residents of the city of Springfield will probably be the best posted of those of any city in the country in regard to 'cycling. Indeed, for the last six months it has been to them nothing but bicycle. They have become thoroughly imbued with the notion, and have taken most kindly to the dose the Springfield Club has given them, and really seem to enjoy it. We will warrant that every man, woman, and child in the city can talk about wheels like a

veteran. Such has been the enterprise of the local club that the citizens are all ready and willing to be on hand and give the tournament the final send-off. We are glad of it, and hope that it will be many a day before they get back to their old horse-racing proclivities. The Springfield Club, though it doubtless is entitled to congratulate itself on the hard and consistent work it has done to accomplish such great results, must not forget that to the residents of the city it owes much.

OUR mind at this particular time has naturally a retrospective trend, and as we ponder over the tremendous hold wheeling has obtained on the public, especially in the East, we cannot help but smile to ourselves at the croaker of '78, who scoffed at the bicycle as a "temporary craze," "a child's toy." We believe we state a fact when we say that no distinctive branch of athletics has so many adherents as 'cycling. Judging from the past, is it too much to predict that in the future 'cyclists may take a hand in local politics and influence improvement of the country highways materially? The possibilities of such a contingency are not very remote.

THE WORLD has so carefully followed step by step the vast improvements which have culminated in the perfected bicycle of to-day that little need be said further on that point. We, however, look on the season of 1883 as being one of special interest to tricyclists. During this season our prophecies of over a year ago have been fulfilled even beyond our expectations, and we find the 'cycling public have taken very kindly to the three-wheeler. This remark is also true of many who are not entitled to rank among the "'cycling public," and day by day we hear of new converts. Those who really desire to see the number of wheelmen increase should feel thankful that we have so many and such varied mounts for them to choose from. While great strides in manufacture have been made, there is still a chance for improvement. Not that we would disparage any of the tricycles now on the American market. In fact, we may say that we were surprised at the really fine machines our American manufacturers turned out in the way of three-wheelers.

SUCH has been the advancement of 'cycling and the attention paid to it by inventors that there is no reason why, every man, woman, and child who is blessed with the use of his or her muscular and mental faculties should not today be mounted on some kind of a bicycle or tricycle. Indeed, absolute and perfect use of both arms and legs is not necessary, for even cripples have been provided for. Those who have been unfortunate and lost the use of either arms and legs can roll along on the rubber-tired steed with almost as great facility as those more blessed and athletic.

THE season, so near a close, has been distinguished by some wonderful cutting of records. Cortis's wonderful performance of twenty miles within the hour has stood unrivalled until quite lately. Wood (professional) has accomplished the distance in 59m., doing the last mile in the marvellous time of 2m. 31 $\frac{1}{2}$ s. F. Lees (professional) holds the twenty-mile record at 58m. 34s.

Performances on the road by the bicycle and tricycle have also been of an astonishing nature, the best 24-hour record to date for the two-wheeler being 255 $\frac{1}{4}$ miles. The gentleman, Mr. J. W. M. Brown, who is credited with this achievement, is the same who won the 24-hour Facile race early this summer. The single tricycle record for 24 hours is 221 $\frac{1}{2}$ miles. It may seem a trifle superfluous to add that these records are all English. Astounding as these exploits are, it is somewhat amusing to note with what perfect nonchalance we receive the announcements of these heretofore supposed impossibilities. The limit will, of course, be reached, but we are chary of naming a single record, on path or road, that will not be excelled. We cannot leave this epitomised and hurried glance at what has been done, without congratulating 'cyclists generally on the great improvement made in the matter of dress. Remembering, as we do, the nondescript costumes that our pioneer riders wore, yclept uniforms, the present almost universal adoption of some kind of neat, quiet-toned, inconspicuous dress is very gratifying, the absence of brilliant-hued hose, and the nearly invariable presence of some kind of a coat, is a great improvement over the red-stockinged, flannel-shirted apparition which, in early times

were so appallingly prominent among bicyclists. There is still room for improvement in this respect, however, and we hope our readers recognize the fact.

ONE of the most gratifying results of the year has been the wonderful and unprecedented increase in the numerical strength of the 'cycling institutions. The 'Cyclists' Touring Club has now on its rolls no less than 10,300 members, while the League rejoices in a membership of about 3,000. It must certainly be gratifying to those who labor in their behalf.

WE have had, of late, rather a surfeit of letters *re* the comparative merits of the Star bicycle. We dislike exceedingly to curb our correspondents in any of their discussions, but in this particular instance it has passed beyond the point of interest and value. That the Star has merits of its own, and due to its peculiar construction, we do not doubt, but they have been fully shown, and we must ask our correspondents to discontinue this discussion.

WE publish, in another column, a detailed account of a most outrageous assault upon a bicyclist. The end is not yet, and the gentleman who had the misfortune to meet on the road the two gentlemen (?) driving seems determined to push the matter to some result. We hope an example will be made in this case, and we await the result with interest.

In our "Annual" we shall print a chronological table of all the important 'cycling events of the year. Though most of these have been reported in the regular issues of the WORLD, a few may have escaped us, and we would consider it a favor if any our readers would inform us of any startling 'cycling events.

THE better feeling which exists among the leading Boston clubs is a matter of gratification to us. In fact, we congratulate ourselves that we have done something to bring about this most desirable result. There was a time when the strength of a 'cycling publication seemed to lie in the frequency and sharpness of its personal squibs. That time has, happily, passed, and we find ourselves every week more and more of a newspaper, "a snapper up of unconsidered trifles," and considered ones, too.

The Tournament.

SPRINGFIELD, MASS., 18, 19, 20 SEPTEMBER, 1883.

Programme.

18 SEPTEMBER. — FIRST DAY.

Park open at 8 A. M.

Exposition at Skating Rink opens at 12 M. Band concert by C. W. Hutchins's band, 25 men.

A band concert will be given at 12 M. by E. H. Little's brass band, 25 men, on Court square, lasting one hour.

Concert on the Park at 1 P. M., by Colt's band, of Hartford and Hutchins's band, of Springfield.

RACES AS FOLLOWS :

2 P. M. — One-mile handicap amateur race.

2.15 P. M. — One-mile tricycle race for the championship of the United States. Gold medal to first, valued at \$300.

2.30 P. M. — The race for the ten-mile amateur championship of the United States. Gold medal, \$300.

3.15 P. M. — One-mile ride and run race. Three prizes, \$100.

3.30 P. M. — One-half mile dash. Three prizes, \$50.

3.45 P. M. — Two-mile handicap race.

4 P. M. — Two-mile club race.

4.15 P. M. — Two-mile race for Star bicycles only. Three prizes, \$100.

4.30 P. M. — A twenty-mile horse v. bicycle race, for which Berte Le Franc will ride twenty miles, using ten horses, against any four bicyclers, each changing every mile. Purse of \$500.

In the evening there will be a grand illumination, using 5,000 lanterns, calcium lights, colored fire, etc.

Continuous music will be furnished day and evening, by three bands of music, also for the old-fashioned village-green dance.

19 SEPTEMBER. — SECOND DAY.

Park open at 8 A. M.

Concert at 9 A. M. by Colt's band.

10 A. M. — Grand parade, forming on the mile track, and passing out the north gate, cross the north end bridge to West Springfield, countermarch to Springfield, down Main street to Vernon, Water, Howard, and Main to the Park.

The music will be mounted, and one band head each division.

RACES AS FOLLOWS :

2 P. M. — One-mile bicycle race without hands. Three prizes, \$100.

2.15 P. M. — Two-mile scratch bicycle race. Three prizes, \$100.

2.30 P. M. — Ten-mile handicap race for amateurs. Three prizes, \$300.

3.15 P. M. — Tug of war race, each club to have three men to enter, and the club receiving the highest number to be declared the winner, as follows : Should seven clubs enter, the first man in would count twenty-one, the second twenty, and so on for nine prizes, valued at \$200; there will be three each, first, second, and third prizes.

3.30 P. M. — The intercollegiate contest, five miles, for a \$500 trophy.

4 P. M. — Twenty-mile race for the \$1,000 Columbia prize cup.

5.15 P. M. — A ten-mile professional handicap race, open to all. Purse of \$500. Divided into four prizes, \$250, \$150, \$75, \$25.

Concluding in the evening with a display of fireworks.

20 SEPTEMBER. — THIRD DAY.

Park open at 8 A. M.

10 A. M. — Competitive club drill, in clubs of eight, prizes valued at \$200. First prize, a banner composed of the club colors, and a silver cup to each member. Second prize, a bicycle bugle.

RACES AS FOLLOWS :

2 P. M. — One-mile scratch race. Three prizes, \$100.

2.15 P. M. — Five-mile handicap. Three prizes, \$150.

2.45 P. M. — Five-mile tricycle race for the fine Overman tricycle (\$500), and other prizes.

3.15 P. M. — Twenty-mile race for the professional championship of the world. A handsome gold medal will be offered as a memento of the event, and a purse of \$1,000, divided as follows : \$500 to the first, \$300 to the second, \$150 to the third, \$50 to the fourth.

4.30 P. M. — Twenty-five mile race for the championship of the United States, gold medal studded with diamonds and rubies, valued \$500. A medal as a memento to every man completing the twenty-five miles.

5.30 P. M. — A one-mile consolation race, five prizes, valued \$100.

To the club having the largest attendance, C. W. Hutchins will present a gold plated and etched bicycle bugle, valued \$50.

To the club having the largest number of men in the parade (except the Springfield Bicycle Club), and presenting the best appearance, a purse of \$100 will be presented toward defraying expenses at the meet; \$60 to the second; \$40 to the third.

To the individual wheelman coming the greatest distance, a purse of \$25 will be presented towards defraying expenses; second \$15; third \$10.

COMMITTEES.

THE following committees have been appointed, to the chairman of each of whom all communications on the various matters should be addressed : —

Reception. — Sanford Lawton, chairman, Agawam National Bank; C. T. Higgenbotham, Chas. Fiske.

Camp and Boarding. — H. W. McGregory, chairman, Springfield Institution for Savings; H. Chamberlain, N. J. Samlen, Jr.

Tickets. — F. L. Caulkins, chairman, 359 Main street; Palmer Taylor, C. J. Wetzell.

Railroad and Storage. — Wilbur N. Winans, chairman, Box 1096; Harry Winans, Geo. S. Miller.

Music. — Charles O. George, chairman, 5 Sanford street; C. Wassung, M. B. Breck.

Press Committee. — F. W. Blair, chairman, Union office, Springfield, Mass.; A. J. Johnston, A. H. Foss, A. O. Mc Garrett.

Exhibition. — J. S. Dean, chairman, 8 Pemberton square, Boston, Mass.; S. T. Clark, Baltimore, A. H. Overman, Chicopee, L. E. Zuchtman, F. O. Moody.

President of the Springfield Bicycle Club, and editor of Wheelmen's Gazette. — Henry E. Ducker, Springfield, Mass.

Secretary and Treasurer of the Springfield Bicycle Club, and Business Manager of Wheelmen's Gazette. — A. L. Fennessy, Box 1019, Springfield.

RACE OFFICIALS.

General Director. — Henry E. Ducker.
Referee and Official Handicapper. — Fred. Jenkins, 45 West 35th street, New York.

Judges. — Gilbert H. Badeau, president N. A. A. A., New York; F. A. Egan, president Ixion Bicycle Club, New York; Fred. T. Sholes, Cleveland, Ohio; F. C. Hand, Scranton, Pa.

Timers. — O. N. Whipple, 329 Main street, Springfield, Mass.; L. H. Johnson, Orange, N. J.; Geo. Avery, Manhattan Athletic Club, N. Y.; Geo. Robinson, Springfield; W. C. Marsh, Springfield.

Scorers. — George Taylor, Springfield; Geo. D. Baird, Manhattan Athletic Club, New York; Chas. Haynes, Springfield; Fred. Ripley, Springfield.

Clerk of Course. — Charles E. Whipple.

Assistant Clerk of Course. — D. E. Miller.

Starter. — Henry E. Ducker.

Treasurer. — A. L. Fennessy.

Police. — W. H. Jordan.

OFFICERS OF PARADE

Commander. — Dr. N. M. Beckwith.
Aids. — B. G. Sanford, Edwin Oliver, A. S. Parsons, Col. A. A. Pope, W. H. Miller, Capt. E. C. Hodges.
Adjutant. — Capt. W. N. Winans.
Marshal, Div. 1. — T. S. Rust.
Aids. — Wm. V. Gilman, E. K. Hill, Abbot Bassett, F. A. Elwell, C. H. Wilkins, Fred. Jenkins, Richard Garvey, A. T. Lane.
Marshal, Div. 2. — Fred. S. Bourne.
Aids. — Henry S. Redfield, J. W. Jewett, F. T. Sholes, C. G. Ross, Capt. Clark, Albert Trego, L. H. Johnson, Frederick G. Tuttle.
Marshal, Div. 3. — R. V. R. Schuyler.
Aids. — Harold Serrell, H. S. Tibbs, Will. Parker, Chas. P. Shillaber.

CAMP REGULATIONS.

The camp will be composed of wall tents, 8x12, each containing four perfection cots, and the only necessary articles for wheelmen to bring will be blankets for their own use.

\$2.50 per day per man.

The tickets for each day will cost \$2.50, which includes admission to the park, camp, cot, breakfast, dinner, and supper. Tents and cots only cost each man \$1.00 per day.

Meals furnished by Harvey Blunt, of Boston.

Breakfast will consist of steaks, chops, eggs, hot biscuit, white and sweet potatoes, tea, coffee, and milk.

Dinner, soup, chowder, fish, hot joints, roast or boiled, potatoes, vegetables, cake, ice cream, tea, coffee, and milk.

Supper, cold joints, tea biscuits, sauces, pies, tea, coffee, and milk.

Any member of the camp requiring meals at other than fixed meal-times must make arrangements with the caterer.

Each tent to contain four men.

Each man should provide himself with toilet requisites.

The occupants of the tents are requested to keep the camp furniture in order.

Strangers will not be allowed in camp after 9 P. M.

Members are requested to have lights out not later than 11.30 P. M.

Baggage will be conveyed from and to the station free of charge.

Wheelmen will give the club's porter at the depot their checks for baggage, who will give a check in return. Baggage can be obtained at the baggage tent on the park. Wheelmen having small bundles with them can also have them checked at the depot for the park. Wheelmen leaving can leave their baggage at the baggage tent, where it will be safely taken care of and carried to the depot free of charge.

A safe will be provided for the keeping of money, valuables, etc.

Parties furnishing their own tents can be supplied with cots upon application.

PROGRAMME OF FIREWORKS.

19 SEPTEMBER.

- No. 1. Salvo of shells, with showers of gold rain, colored stars, and Japanese palm-tree effects.
- No. 2. Heavy rockets, with colored garniture and brilliant trails.
- No. 3. Grand illumination, with one hundred suspended lights extending across the area, and changing color during combustion.
- No. 4. Salvo of artillery, with great flights of colored stars.
- No. 5. Discharge of fiery whirlwinds.
- No. 6. DEVICE—Rising Sun. An elaborate wheel device, moved by a novel process and gradually disclosed during its revolution.
- No. 7. Display of asteroid rockets, with pendent jewels.
- No. 8. Great quadruple shell, displaying a succession of the finest colors.
- No. 9. Grand flight of silver saucissons, with brilliant trails, eccentric motion, and double explosions.
- No. 10. DEVICE—Our Badge. An immense representation in brilliant lance of our badge—the word Springfield at the top in emerald lance, while the ribbon and devices of the badge are carried out in lance of appropriate colors.
- No. 11. Honorary rockets, towering to an immense height and displaying will-o'-the-wisp stars.
- No. 12. Whirling dervish wheels.
- No. 13. Grand flight of shells, thrown in masses from a single point, forming a great aerial bouquet in colors.
- No. 14. DEVICE—Etoile Magique. A great six-pointed star of contrasting colors, mutating to two large brilliant fire wheels, contra revolving.
- No. 15. Japanese Rockets, with twinkling effects.
- No. 16. Chinese fire parasols, rising and falling with sprays of golden flame.
- No. 17. Grand detonating batteries—massive batteries in extended line, filling the air amid continuous and heavy explosions with great showers of spur and bee fire, clouds of stars and darting meteors.
- No. 18. Darting comets of golden flame.
- No. 19. DEVICE—Our Motto—"Kota Terras Circumvolat," in brilliantly colored lance, surmounts in a graceful arch the bicycle, with the figure of Mercury bearing the winged and serpent-entwined rod.

- No. 20. Pots d'Aigrette, with discharges of jewelled points of dazzling radiance.
- No. 21. Giant triple shells, with blazing meteoric globes.
- No. 22. Heavy rockets, with duration stars.
- No. 23. DEVICE—Chinese Spider. Double arms, with devices in angles, so placed that in revolving the blending colors and intersecting lines produce a peculiarly comic and pleasing effect.
- No. 24. Grand Pots de Brins, with serpent and dragon flights.
- No. 25. Mammoth bombs, with five explosions and successive color displays.
- No. 26. Silver meteors, with colored showers.
- No. 27. Display of silver saucissons, fired in masses with marron detonations.
- No. 28. DEVICE—Comic—The Dancing Skeleton and the Serpent. An immense skeleton surprised in a midnight revel by the ancient foe of mankind.
- No. 29. Grand cluster of rayonnant tourbillons, of the largest calibre.
- No. 30. Display of parachute rockets, with suspended stars of changing color.
- No. 31. Great Japanese shells, with palm-tree effects.
- No. 32. Second grand illumination, with masses of India fire of brilliant color and great reflective power.
- No. 33. DEVICE—The Wheelmen's Pride. The bicycle wheel, bearing in ornamented letters L. A. W., with the triple wings, the latter mutating to a central wheel.
- No. 34. Tailed stars and sparkling rain, dropped from a great height in dazzling showers.
- No. 35. Discharge of asteroid rockets, with pendent jewels.
- No. 36. Mammoth shells, with illuminated interior shell, dropping as a blazing crimson globe, and exploding into jewelled showers.
- No. 37. DEVICE—Mexican Jets. A combination of wheels revolving horizontally, with kaleidoscope changes of color, each flanked and intersected by powerful jets of sparkling Mexican fire.
- No. 38. Union bombs, showing in successive explosions the national colors, red, white, and blue.
- No. 39. Rockets with driven stars, showing duration colors.
- No. 40. Mosaic tourbillons, with golden circles.
- No. 41. Dragon's nest—startling and beautiful.
- No. 42. DEVICE—Cross of Peace. An immense cross outlined in lance fires, bearing the date 1883, and intersected by a highly ornamented crown richly jewelled, below which hangs a scroll with the word Peace.
- No. 43. Great bombs of five explosions, showing silver, emerald, ruby, amethyst, and topaz colors.
- No. 44. Display of rockets, with floating stars.
- No. 45. Flight of shells, fired in masses from a single point.
- No. 46. DEVICE—Aurora. A vertically revolving wheel supports an extended arch of aurora fires, interspersed with whirling globes of changing color.
- No. 47. Great golden clouds studded with jewels.
- No. 48. Whirling serpents, dropping from high in air.
- No. 49. Caprices, rising and falling, with golden sprays.
- No. 50. DEVICE—The C. T. C. Badge. Outlined in highly colored flame, bearing the letters C. T. C. Dedicated to the Cyclists' Touring Club.
- No. 51. Discharge of asteroid rockets, with floating stars.
- No. 52. Second battery discharge, with immense flights of meteoric stars and jewelled points.
- No. 53. Heavy shells, with meteoric garniture.
- No. 54. DEVICE—Comic—Jumbo. The great elephant in a rage. The movements of the animal are amusing in the extreme.
- No. 55. Japanese aerial golden wheels.
- No. 56. Immense flight of silver meteors, with double and triple explosions.
- No. 57. Discharge of heavy rockets, with tailed stars and sparkling rain.
- No. 58. Great triple shells, with porcupine quills and duration stars.
- No. 59. DEVICE—Snow-Flake. The crystals of a snow-flake in silver lance, changing gradually to crimson and green and mutating to double wheels.
- No. 60. Pots d'Aigrette, with diamond, ruby, topaz, and emerald clusters.
- No. 61. Meteoric flights, ending in star clusters.
- No. 62. Swarmers in golden fire.
- No. 63. DEVICE—Aladdin's Jewelled Tree. A structure in pyramidal form, bearing jewelled circles in swift motion, while great showers of ruby, diamond, amethyst, topaz, and emerald points are thrown from the tree.
- No. 64. Aerial bouquets, with clouds of glittering, golden, and colored points.
- No. 65. Parachute rockets, with suspended stars, changing from red to green.
- No. 66. Display of brilliant Japanese umbrella wheels.
- No. 67. DEVICE—Magic Wheel. A large and richly ornamented wheel, showing in its swift evolutions an immense number of brilliant changes of form and color.

- No. 68. Heavy shells, with long, golden trails, ending in colored showers.
- No. 69. Towering rockets with silver showers.
- No. 70. Duration stars and whirling serpents, dropped from a great height.
- No. 71. DEVICE—Bicycle Race. Two bicycles with riders contending for a prize and running five hundred feet.
- No. 72. Artillery discharge, with golden rain and colored clusters.
- No. 73. Japanese rockets, with golden duration stars.
- No. 74. Giant shells, with cracker effects.
- No. 75. DEVICE—Star of Brilliants. A large star wrought in colored lance, mutating suddenly to immense jets of diamond fire, sparkling in the colored light of the device.
- No. 76. Whirling serpents, from heavy shells.
- No. 77. Asteroid rockets in red and green.
- No. 78. Golden meteors, rising in halos of sparkling fire.
- No. 79. DEVICE—Taking a Dive. Every bicyclist will understand without description.
- No. 80. Darting dragons, with comet trails.
- No. 81. Cohorn bombs, with double explosions.
- No. 82. Heavy rockets, fired so as to blend the varied tints.
- No. 83. DEVICE—Niagara. An immense sheet of fire sixty feet long, pouring from a great height, with the rushing sound of a cataract, to the earth beneath.
- No. 84. Great bombs, with palm-tree effects.
- No. 85. Heavy rockets, with sparkling rain and will-o'-the-wisp.
- No. 86. Display of varied garniture, in quadruple cohorn bombs.
- No. 87. Parachute and asteroid rockets.
- No. 88. Japanese umbrella wheels.
- No. 89. Serpents' nests and mine explosions.
- No. 90. Good Night, with flight of five hundred rockets, forming one of the most brilliant displays ever seen in New England.

THE RULES OF THE ROAD.

The Springfield Bicycle Club calls attention to the following rules of the club, and asks all wheelmen to comply with them cheerfully, in the interest of law and good order, as well as of the growing cause of bicycling:—

Don't ride on the sidewalks; it is against the law. Always keep to the right of road; under no circumstances pass a carriage on the left. Use care in turning all corners. Don't ride fast on the main streets.

In riding, strict attention must be given to the rights of other persons occupying the public highways, and caution invariably observed when approaching horses upon the road, either standing or driven.

A driver's raised hand is understood as a cautionary signal, and, if repeated, as a request to dismount.

Always be courteous, even though you may be right. It costs nothing to be a gentleman.

Remember that bicycling is a new innovation in road riding, and prejudice must be overcome.

The Exhibition.

The exhibition of bicycles, tricycles, and cycling accessories will be held in the Skating Rink on Dwight street, and will be opened to the public at noon, Tuesday, without charge. It offers a rare opportunity for wheelmen far removed from the trade centre to examine every well-known make of machine and to make comparisons for his future guidance in making purchases. Considering the fact that there are comparatively few importers and manufacturers of bicycles and tricycles, it will be a most interesting and creditable show. The Overman Wheel Company will exhibit its well-known and thoroughly appreciated Victor Rotary

tricycles, and rumor has it that some novelties will also be shown by the company. The Victor is a double-driving, balance-gear tricycle of the front-steering variety, and is really a good machine and an honor to American manufacture.

The Cunningham Company, though old in years, retains some of its old sprightliness, and will show in the way of bicycles the Yale, which has for its characteristics, lightness, with rigidity and strength, hollow Surrey rims and tangential spokes; the Harvard, with its mechanically strong open head, and several changes and improvements on the old machine of that name, and the Shadow, a handsome, well made, and serviceable machine, at a moderate price.

The Pope Manufacturing Company, in an imposing pavilion, will find a place for the Columbia bicycles and tricycles, so well known to all our readers. It will comprise the Expert, Special Veloce and Standard bicycles, and its new double-driving, front steering tricycle.

S. T. Clark & Co., of Baltimore, have placed in the rink a goodly array of machines, the most noticeable of which are the Sanspareil Roadster and Light Roadster. The latter is a new machine, and has for novelties, Warwick's hollow rims, a fluted backbone, and the tangential spoke, fastened at the hub in a peculiar manner. The American bicycle, a very good machine for the money, and a well-filled case of accessories also find a place in this stall.

R. V. R. Schuyler, of New York, will exhibit splendid samples of the bicycles and tricycles made by the Coventry Machineists' Company. The American Club bicycle has gained in favor, and is a thoroughly well-made and highly finished machine, having a hollow rim and a peculiar spring said to be very easy. In tricycles the "Club" and Cheylesmore, both front steerers and double drivers, and containing some peculiarities which we will describe in future issue.

Stoddard, Lovering & Co. will exhibit the Rudge Light Roadster, a very handsome and well-made machine, with hollow rims, tangential spokes, and hollow handle-bars; the American Rudge, a remarkably good machine for the money; the British Challenge, a thoroughly sound and reliable roadster and a prime favorite; the National tricycle, of the common front-steering, double-driving type, and one of the best machines on the market; the Coventry Rotary tricycle, probably the best single driver on the market, and possessing advantages which no other machine does; it is narrow and can be taken in an ordinary doorway.

The American Star bicycle, made by the Smith Machine Company is a Yankee production, and in addition to having the little wheel in front, is operated by a lever instead of a crank.

Mr. Bartlett, of New York, will also show for the first time the Otto bicycle, which in appearance resembles a tricycle, and is peculiar in almost every respect.

It is said to be easy running and safe, but we have never had an opportunity to try it. We expect also that the little marvel, the Facile, will also be exhibited. There are several other smaller and interesting exhibits of 'cycling goods, but we cannot give much information in regard to them, so would advise every one to go and see for themselves.

Our Racing Men.

At the Springfield meet we shall, doubtless, see gathered together more first-class men than at any previous race meeting in this country. The following brief notes in regard to some of the most noted flyers may prove of interest to the readers of the BICYCLING WORLD.

PROFESSIONALS.

John S. Prince, though born in England, has for several years resided in this country, and has done much in one way or another to increase an interest in racing. He has been generally successful in his competitions, and is wonderfully quick on a spurt. He holds the title of champion of America and several American records. He will, doubtless, give a good account of himself, and is a man who never throws away a chance.

John Keen, who visits this country for the purpose of competing in the Springfield races, has been many years on the path, and has generally done well. Two years ago he defeated Prince in a 10-mile race in Boston, so that we may expect an interesting struggle between these two men. He is credited with the best on record for two miles, in 5m. 36 $\frac{2}{3}$ s., and though it was made in 1879, no one has as yet lowered it. He has not been so successful of late, and recently failed in an attempt to ride 20 miles within the hour. He is a gentlemanly, quiet fellow, and always rides with excellent judgment, using his head as well as his legs.

In F. Lees we have a man who, though not very successful in the actual races he has entered into lately, has shown himself capable of remarkable speed and endurance. On 18 August he rode on a bicycle 20 miles in 58m. 34s., beating all the records from 10 miles and the professional records from 3 miles to 20, making the last mile in 2m. 47s. We should fancy him for the long-distance races, especially if he undertakes to tire his men out.

F. DeCivry is a good-looking Frenchman, and the champion of France as well as the 50-mile champion of the world. Since 1880 he has won seventy-nine prizes out of about one hundred races, and has shown consistently good form. He does not go in for training much, and believes in plenty of road riding. If the track should be any ways rough he may surprise some one.

C. J. Young is a Boston boy, and but recently attracted attention. He was one of the four riders who raced against Prince last winter, and had the others been as good as he, the result would probably have been different. He is not what can be called a graceful rider, but

always rides with good pluck. He was recently defeated in a 20-mile race by Higham and Prince in Washington, though we expect he will not be very far behind either of these two at the finish. He won a 26-hours' race in New York City, defeating Wilson, Harrison, Woodside, and others. He holds quite a number of the records above 50 miles.

W. M. Woodside formerly figured quite prominently as an amateur, but less than a year ago entered the professional ranks, where he has done well. He is a heavy, well-built fellow, and rides in good form. He at one time held the 10 and 50-mile amateur championships of Ireland, and now holds the best on records for American professionals from 3 to 10 miles. In a race against horses last winter, in partnership with Prince, he proved himself an excellent stayer, and covered more miles than the champion.

W. J. Morgan was also an amateur, and held the championship of Canada. He has improved very much of late, and has been starring with Woodside out West.

Higham is an Englishman with a good record, but has not done much racing in this country, though he has met Prince several times. He seems to be best in long-distance races, and has defeated Prince once or twice.

The other professionals have yet to make a name for themselves, and are: Albert Hosmer, brother to the oarsman, who ran almost a dead heat with Mellen in the Boston 4 July races. The latter really crossed the tape first, but passed on the inside. He is a strong rider, but is apt, we think, to get a bit excited. J. W. Wilson used to be known as the "Boston Flyer" but needs careful training and a good track to do well. Rob't Neilson is a good all round athlete, and a very fast runner. He has not had much practice on a bicycle, but shows excellent latent qualities. F. S. Rollinson never showed much speed, and cannot be looked to as likely to get a place.

AMATEURS.

Geo. M. Hendee, of Springfield, is entitled to the first place, and has proved himself to be (thus far) the fastest American who ever crossed a wheel. He first attracted attention by the remarkable way in which he pushed Moore, then the 1 and 25-mile champion of England, at Springfield last year, and scored a best on record for residents by making a mile in 2m. 55s. Since then he has always romped away from all competitors with apparent ease. He is the present holder of the 1-mile L. A. W. championship. In his first race for the championship he defeated Lewis T. Frye and V. C. Place.

H. D. Corey is well known among wheelmen, and is a strong, as well as speedy rider, and rides a race with good judgment, usually relying on a spurt at the finish to land him a winner. He is the holder of no records, but will not be far behind at the finish, even if fast time is made. He has ridden the last mile in a 5-mile race inside of 3m.

A. D. Clafin is an excellent rider, but has had hard luck in many of his races, having been thrown several times on account of the carelessness of others. He is an exceedingly careful trainer, and is credited with some very fast time.

Charles H. Jenkins, of Louisville, Ky., is a stranger here, but having conquered all the local riders "at home," will try his luck with some of our Northern men. He is said to be very fast, and a good stayer.

W. W. Stall held the premier position among Eastern amateurs a few years ago, and, after a good rest, blossoms forth with his old-time vigor. He will push his tricycle with good effect, and we fancy him for first place.

Another old veteran turns up in L. H. Johnson, who at one time was ranked as our fastest amateur. He is a strong and consistent rider, and if his long absence from the path has not spoilt him, he will ride his tricycle with good effect.

Thomas Midgley first attracted attention by riding 179 miles on the road in twenty-four hours, which now stands as the best American record. A few weeks ago he competed for path honors, and has been successful in all his races. He is a remarkably strong rider, and should make a good man, especially on a tricycle, or on a bicycle if the track is heavy.

E. P. Burnham is a very speedy and strong rider, and will show his hind wheel to many a good man. He set the pace for Prince when the latter broke the 1 and 2-mile records.

There are several other good men entered, but those above mentioned are, so far as public performances go, the fastest ones. Still, we look forward to some surprises, and shall keep our eye on Crawford, of Chicago, E. A. Thompson, of New York, Sabin, Wattles, Rothe, Pitman, and Reed.

TABLE OF RECORDS.

AMERICAN AMATEUR BICYCLE.

Miles.	Time.	Name.
	H. M. S.	
1/2	43	Chas. H. Jenkins.
1 1/2	41 1/2	V. C. Place.
1	24 1/2	Geo. M. Hendee.
1 1/2	24 1/2	A. G. Powell.
2	27 1/2	Jeffreys Wyman.
2 1/2	54 1/2	Frank Moore.
1	25	G. M. Hendee.
1 1/2	4 11 1/2	W. R. Griffiths.
2	6 14	Frank Moore.
2 1/2	6 14 1/2	V. C. Place.
3	9 41 1/2	Walter S. Clark.
10	23	Geo. D. Gideon.
4	13	"
5	15 47 1/2	Frank Moore.
5 1/2	16 10 1/2	Geo. D. Gideon.
6	19 54	Frank Moore.
7	23 20	"
8	25 48	"
9	30 15 1/2	"
10	33 34	"
11	39 56	C. D. Vesey.
12	43 45	"
13	47 19 1/2	W. Smith.
14	51 14	C. D. Vesey.
15	55 4	"
15 1/2	56 34 1/2	T. Midgley.
16	59 3	C. D. Vesey.
16 1/2	1 0 25	T. Midgley.
17	1 2 55	C. D. Vesey.
17 1/2	1 4 25	T. Midgley.
18	1 7 1	C. D. Vesey.
18 1/2	1 8 10	T. Midgley.

Miles.	Time.	Name.
	H. M. S.	
19	1 11 0	C. D. Vesey.
19 1/2	1 12 30	T. Midgley.
20	1 15 4	C. D. Vesey.
20 1/2	1 15 34 1/2	L. T. Foye.
21	1 19 4	C. D. Vesey.
21 1/2	1 20 22	T. Midgley.
22	1 22 54	W. S. Clark.
22 1/2	1 24 17	T. Midgley.
23	1 26 27	W. S. Clark.
23 1/2	1 28 29	T. Midgley.
24	1 30 4	W. S. Clark.
24 1/2	1 32 27	T. Midgley.
25	1 33 39	W. S. Clark.
25 1/2	1 36 14 4-5	T. Midgley.

|| Flying start. † Against time. * Residents. § Outdoor record.

ENGLISH AMATEUR.

Miles.	Time.	Name.
	H. M. S.	
1/2	43-5	A. Thompson.
1	19 4-5	"
1 1/2	1 3-5	H. L. Cortis.
2	41 3-5	Keith Falconer.
3	5 36 3-5	W. K. Adam.
4	8 43 1-5	A. Thompson.
5	11 34 4-5	H. L. Cortis.
6	14 39 2-5	"
7	17 37	"
8	20 32	"
9	23 31 1-5	"
10	26 31 3-5	"
11	29 30 2-5	"
12	32 30	"
13	35 30 4-5	"
14	38 35 3-5	"
15	41 36	"
16	44 37 2-5	"
17	47 37 1-5	"
18	50 32 2-5	"
19	53 27 2-5	"
20	56 22 3-5	"
21	59 20 1-5	"
22	1 3 45 2-5	"
23	1 6 51 3-5	"
24	1 10 9 3-5	"
25	1 13 26 3-5	"
26	1 16 41 3-5	"

AMERICAN PROFESSIONAL.

Miles.	Time.	Name.
	H. M. S.	
1	2 59	J. S. Prince.
2	6 11 1/2	"
3	9 30	W. M. Woodside.
4	12 40 1/2	"
5	15 51 1/2	"
6	19 2	"
7	22 15 1/2	"
8	25 27 1/2	"
9	28 39 1/2	"
10	31 49 1/2	J. S. Prince.
11	36 20 1/2	"
12	39 41	"
13	43 05	"
14	46 30 1/2	"
15	49 55 1/2	"
16	53 26 1/2	"
17	56 57 1/2	"
18	1 0 33 1/2	"
19	1 4 12 1/2	"
20	1 7 53 1/2	"
21	1 11 45 1/2	"
22	1 14 35 1/2	"
23	1 18 36	"
24	1 22 36 1/2	"
25	1 26 17 1/2	D. Stanton.

ENGLISH PROFESSIONAL.

Miles.	Time.	Name.
	H. M. S.	
1/2	1 20	R. Howell.
1	1 59 4-5	"
2	2 40 4-5	"
3	5 36 3-5	J. Keen.
4	8 47	Fred Lees.
5	11 49	"
6	14 42	"

Miles.	Time.	Name.
	H. M. S.	
6	17 45	Fred Lees.
7	20 38	"
8	23 32	"
9	26 34	"
10	29 22	"
11	32 19	"
12	35 17	"
13	38 14	"
14	41 16	"
15	44 12	"
16	47 10	"
17	50 6	"
18	52 56	"
19	55 47	John Keen.
20	58 34	"
21	1 7 41 1/2	"
22	1 11 43	"
23	1 14 23 1/2	"
24	1 17 40	"
25	1 20 15	"

AMERICAN AMATEUR — TRICYCLE.

Miles.	Time.	Name.
	H. M. S.	
1	4 32	W. B. Everett.

ENGLISH AMATEUR.

Miles.	Time.	Name.
	H. M. S.	
1	3 11	M. J. Lowndes.
2	6 28	"
3	9 49	"
4	13 12	"
5	16 24 1/2	"
6	20 17	"
7	23 43	"
8	27 25 1/2	"
9	30 47	"
10	34 3	"

SOME OF THE PRIZES.

A gold medal studded with diamonds and rubies, valued at \$500. It is for the twenty-five mile race for the championship of the United States. The body is a United States shield surrounded by an olive and oak-leaf wreath of green gold. The top of the shield is of blue enamel, in which are set thirteen diamonds. The remainder of the shield represents the stripes of the national flag, the red being of rubies and the white of diamonds. In the centre of the stripes near the bottom is a pedestal of gold and platina, on which stands a full bicycle and rider. On the top is an American eagle holding in his talons a bicycle handle-bar with diamonds at each end, and a scroll in the centre on which is "L. A. W." in black. The whole is connected by straps with a bar, on which in raised letters is "Twenty-five Miles." This bar is connected with the pin-bar by nine chains of three links each. On the bar in raised letters is "Champion." The bar is surmounted by a shield and scroll, on which is the monogram, "U. S."

Gold medal, valued at \$300, for the ten-mile bicycle race. The base is a bicycle wheel, on which is a shield surmounted by a scroll and a green gold wreath. Crossing the shield is a long scroll on which is "18 L. A. W. 83," while above and below is "ten miles." At the base of the shield is a tool bag, at the top a lantern studded with a diamond, and

above all is a handle-bar, at the ends of which are diamonds; the whole is connected with an ornamental bar by loops, on which is "Champion" in black letters. This bar is surmounted by the emblem of the League, a pair of wings, in the centre of which is a diamond. The pin-bar above is connected by loops; on the bar is "United States" in black letters. The whole rests on a glory of battle axe, rays, and reeds, an emblem of victory.

Gold medal, valued at \$200, for the best one-mile tricycle race for the championship of the United States. The base is a circle on which is a green gold wreath united at the base by a small pendent, on which is "1883." This circle surrounds a United States shield in enamel; across it is a gold band on which in black letters is "Champion." Surmounting the circle is an American eagle with two large wheels in his talons and a small wheel in his beak, while back of all is the sun's rays; the whole connected with two bars by loops of gold. On the bars in black lettering is "United States Tricycle Race." At each end of the pin-bar hangs a small wheel, the hub being a diamond.

Medal, valued at \$150, and is to be given, as a memento of the event, to the winner of the \$500 cash prize in the twenty-mile race for the professional championship of the world. The base of this medal is a cross; running under and over it is a green gold wreath. On the arms of the cross are the figures "1883," a lantern, and a tool bag. In the centre of the cross is a plaque on which rests a half-globe made to represent the world; above and below are the words "Twenty Miles." Back of all is the sun's rays surmounted by a scroll and bicycle wheel. From the centre is a wing on which, near the end, is a diamond. The whole is connected by a pin-bar, on which are the words "The World's Champion."

The "Pope Cup" was designed by the eminent artist, Mr. L. S. Ipsen, and made by the well-known house of Shreve, Crump & Low, and is valued at \$1,500.

It is in the form of a solid silver horn, resting at one part of it on a bronze pedestal, and steadied by two dragon's legs, the whole standing about fifteen inches high. The cup is in the general style of the old Scandinavian (and Celtic) drinking-horns of the eighth and ninth centuries. The horn is about four inches in diameter at the largest part, gracefully shaped, the ornamentation being of frosted, smooth-polished, oxidized, and hammered surfaces, with a broad band of *bas-relief* near the top. The *bas-relief* represents action and attitudes of riding a race. The whole is surmounted by a cap or cover of elegant design, bearing a winged wheel flying through bronzed silver dust.

The bronze pedestal bears silver panels inserted in its sides, on one of which will be suitably inscribed the successive events of the winning and the winners'

names and times; and on the other is engraved the following inscription:—

COLUMBIA BICYCLE PRIZE CUP,
OFFERED BY
THE POPE MANUFACTURING COMPANY,
TO BE COMPETED FOR
IN AMATEUR TWENTY-MILE BICYCLE
RACES.
MDCCCLXXXIII.

Springfield Notes.

THAT the tournament is a well-managed affair is proven by a large number of letters received from showmen and sporting men throughout the country. The races might prove more interesting for some if pools were sold, but the bicycle club are catering to the public and not to the gamblers, and will allow no pools to be sold on the grounds.

THE bicycle club has been presented with a tilted ice set valued at \$50, to be used for a prize at the tournament. It is the gift of Charles S. Saxton & Co., the new jewelry firm, and is a very handsome present.

THE sale of private boxes netted about \$1,054, and parties holding a box have no trouble in selling their seats for from \$5.00 to \$10 apiece. One box that cost \$25 has since been sold for \$80.

SEVERAL Providence clergymen propose to wheel their way to the city at the time of the meet. Rev. J. Benson Hamilton of the Trinity Methodist church there has written President Ducker for information about the best route.

AN object lesson in the public schools: "Now, children, name to me some of the prominent objects in Springfield." Up went a boy's hand as if it would shoot from the wrist. "I know, ma'am, the Springfield Bicycle Club."

THE bicycle club had a very successful drill and parade last Saturday evening, and the crowds of people that watched them admirably show which way the wind blows. Fifty uniformed men formed a line at dusk before the grand stand on Hampden Park, and wheeled out of the north gate two abreast, disappointing a lot of spectators by not making the mile circle on account of the gathering darkness. The procession came down Main street, attracting considerable attention, wheeled about Court square, and disbanded before their club-rooms. This is the first of several drills to be held before the tournament.

THOMAS W. HENRY, leader of the Boston Cadet Band, has been engaged by Hutchins's band as cornet soloist during the three days of the bicycle meeting.

THE souvenir medals for the bicycle tournament will probably be put on sale at once. They are struck in New York under contract with C. W. Hutchins, of Springfield. The material is white metal, and the medal is about the size of a silver dollar, but twice as thick. The obverse bears a recognizable likeness of President Ducker, with the date of the tourna-

ment; the reverse has the city seal, legend and all. The medals with cases will be sold for twenty-five and fifty cents each, the latter style being gold-plated.

THE Springfield Bicycle Club has appointed an official reporter, who will fill out a very nicely detailed blank, giving the press all desired information.

THE club will have sixteen regular policemen on the track and wheelmen will not be troubled with petty annoyances.

THE Springfield Bicycle Club have purchased five hundred pairs of blankets, which wheelmen can obtain on the grounds at \$2.00 per pair.

THE amount of canvas at the Springfield meet will cover nearly twelve acres.

IT is estimated that the Springfield parade will be over two miles long.

THE Springfield Bicycle Club are looking for some prominent speaker to address the wheelmen on one of the days in favor of knee breeches. It is believed that if all of the wheelmen at Springfield should agree to wear knee breeches every day that the fashion would be set.

The club has made arrangements with the post-office officials by which all letters will be delivered on the park three times daily, and as there will be a tent where all letters can be written and mailed, it will be a great convenience to wheelmen. Wheelmen who have had a tent assigned to them can have their letters addressed to Tent No. . . , at . . . Hampden Park, and they will reach their destination.

AMONG the racers in the exhibit of S. T. Clark & Co. will be the famous 17½-pound 55½-inch Sanspareil shown at the last Stanley show in London. This machine has already competed in 54 races and won over £300 in prizes.

BURNHAM, Corey, and Saben will represent the Newton Club in the tug of war race at Springfield, all mounted on the Rudge bicycle.

DON'T forget to visit the exhibition at the Skating Rink. You will be able to see there all the best machines on the American market, and, possibly, some of the worst.

IF Wood appears at Springfield, as is expected, those who are there will have the pleasure of looking on a man who is popularly believed to be able to make twenty-one miles in 60m.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 54-inch Harvard, \$100; a 56-inch new light Yale roadster, has not been run 100 miles, \$120; a 55-inch Royal Mail light roadster, \$115. These are all bargains. J. S. DEAN, 8 Pemberton square.

WANTED.—A Marine Bicycle, in good order. Address, stating price, P. O. Box 506, Windsor, Ont.

FOR SALE.—One 44-inch Chylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.— Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, **34 lbs.** The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.— Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.— The Patent **Differential Double Driving Axle**. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.— Driving Wheels, 50-inch; Running Level; $\frac{3}{4}$ -inch and $\frac{1}{2}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $6\frac{1}{4}$ -inch and $3\frac{1}{2}$ -inch; *Eolus* Ball Bearings to all wheels; Plain Universal-jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable 7 Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

The above Machines will be on exhibition and for sale at the

SPRINGFIELD SKATING RINK

During the Bicycle Tournament, Sept. 18, 19 and 20.

WAIT AND EXAMINE THEM BEFORE ORDERING.

Good Agents Wanted.

Send for Catalogue.

CURRENTE CALAMO

SPRINGFIELD.

WE are here.

HOPE you are, too.

IF you are not, you will miss the biggest time out.

THAT is, of course, if *Jupiter Pluvius* keeps the stopper in his watering-pot.

SPEAKING of water, why is it that a liquor dealer cannot fail? Give it up. Because he can always liquidate his debts.

WE don't very often do this sort of thing, but this is a special issue of THE WORLD.

By the way, every wheelman should subscribe for THE WORLD, as it is the only weekly paper devoted exclusively to the interests of 'cyclists of this country, no matter what their affiliations.

THE Germantown and Pennsylvania Clubs are laying out for a big time on the 29th. You should try and go.

WHEN you go, as of course you will, to the Brockton races on 3 October, don't take the train, but ride over the road.

IF wheelmen, when they can do so, would ride on their machines instead of taking the trains, we would have less trouble with the question of transportation.

CORTIS's record of twenty miles in 59m. 20½s. did not stand as long as was expected, did it?

DON'T forget to send \$2.00 to E. C. Hodges & Co. and receive THE BICYCLING WORLD for one year.

NOW is the time to ride, and don't you forget it.

PAPA WESTON will be in Boston in a day or two, and then we may expect to see the American branch of the C. T. C. boom; at least we understand that changes will be made which will benefit the C. T. Cites here.

WHY don't some enthusiastic wheelmen get out a road book? There is room for one.

BRONSON HOWARD, the great American playwright, now residing in England, takes an outing every Saturday and Sunday on a Sociable, in company with his wife. Perhaps the healthful relaxation and exercise he obtains in this way is the reason he writes such good plays.

THE L. A. W. officers hold a meeting in Springfield, Thursday.

DID you get one of the souvenir medals?

WE received, last week, a pleasant call from John A. Beck and W. W. Randall, who looked in on us on their way to Springfield. They had ridden from Providence to Boston, and report the roads very soft.

THAT newly fledged infant, the Newport Bicycle Club, is not going to get left, but will ride to Springfield from

Providence, leaving that city Monday, and spending the night at Worcester.

ONE of our correspondents writes us that a few evenings since he was spoken to for not having a lamp lit while riding through Newton, and writes to us for information. For his enlightenment, and such of our readers as may be equally in the dark, we are pleased to state that the city of Newton has an ordinance requiring all bicycles and tricycles to carry bells and lamps. So, when riding in Newton, our readers will do well to observe this law, or they may be pulled before the "beak."

IN the future there will be no need of wheelmen giving up the pleasures of 'cycling during the winter months. An inventive genius by the name of Bray has gotten out a velocipede sleigh, which is "designed to secure a high rate of speed on snow or ice." The backbone is continued forward, and has attached to it a pair of runners. In the rear are a similar pair. The driving-wheel turns, as in a bicycle, and has spurs or teeth projecting from its periphery. The outer ends of the pedals are connected by rods to the forward pair of runners, so that they will turn in the same direction as the wheel. We wonder how it will run on soft snow.

THE Massachusetts Division will probably hold its fall meeting Wednesday, 26 September, at Ponkapog.

HOTEL Nanepashemet, at Marblehead Neck, being a summer hotel, is now closed for the winter.

CAPT. BROWN, of the Chelsea Bicycle Club, fell from a horse-car last week and seriously injured his knee.

W. I. HARRIS, president of the Boston Ramblers, has been nominated for the position of League consul for Boston.

HARRINGTON ought to be here with an exhibition of his cradle spring. He would find this a good Springfield.

LOUIS NAPOLEON DUCKER looks very well on the medals.

IT is proposed to hold a reunion of the participants in the Down-East tour at Brockton, 3 October, at Hotel Belmont.

THIRTEEN of the members of the Hawthorne Bicycle Club have tendered their resignations, among whom is R. H. Robson, consul for the League of American Wheelmen, and also executive for the Essex County League. This is virtually the disbandment of the club. The members seemed to be dissatisfied with the management, and they will probably join the club lately organized.

THE Indispensable Bicyclists' Handbook, by Henry Sturmey, will not be issued till next spring. This step has been decided upon on account of the few changes which have been made in bicycle construction the past year.

THE Massachusetts Club contains no less than ten tricyclers, all but two of whom are also bicyclers, and all but one of whom own their three-wheelers. There

will probably be at least twenty tricyclers in the club before spring. The favorites seem to be the National and Columbia; there are two Sociables, a Salvo and Coventry. Three "mixed" runs have been called, all of which were largely attended.

THE Tremont Club were reported in the *Globe* as to make an all-day run to Bedford Springs on Sunday, the 9th inst. President Williams, who has spent his Sundays there this summer, fears that they may be stuck, perhaps sunk, somewhere in the Bedford sand, as they did not put in an appearance. A careful search as he rode along the road Monday morning to the city failed to discover their whereabouts, however.

MESSRS. DYER, Williams, and Geo. Pope, of the Massachusetts Club, were observed last Tuesday alternately perched on the dizzy Facile and endeavoring to take the "wobble" out of it. The general verdict of the three seemed to be favorable to it. The wheel is the property of the first-named gentleman.

MR. A. S. PARSONS asserts that if he were called upon to relinquish the bicycle or tricycle, he should keep the latter.

THE Ames Sword Company, of Chicopee, who manufacture the Victor bicycle for the Overman Wheel Company, of Hartford, (who are the Hampden County agents for its sale), have opened a tricycle warehouse and riding-school.

THE *Pacific Life* seems to be all broken up. In a recent issue it gives an account of the Higham-Prince race, and immediately adds this paragraph:—

"The time made in this race shows what the tricycle can do; for it is admitted all round that it is speedier than the bicycle, and can be driven over roads where the other cannot. It can also be ridden over and down hills that stop the bicycle, without any difficulty."

"KARL KRON" returned to this port last Monday on the steamer "Worcester," from Halifax, and reports a very pleasant fortnight's visit to the Maritime Provinces. He travelled 1,270 miles by sea, fifty miles by train, and three hundred and fifty miles by bicycle, on the roads of Nova Scotia, Prince Edward Island, and Cape Breton. During the first five days after landing at Yarmouth he wheeled around the west coast and across to Halifax, a distance of two hundred and eighteen miles, and recommends the route to the attention of other tourists.

A TROY paper admits that a man on a bicycle is much more graceful than a man trundling a wheelbarrow, but asks for a suspension of judgment until the effects of a collision between the two has taken place. We knew that the residents of ancient Troy were much given to deeds of valor, but did not suppose that the modern Trojans were so rash as to attempt to annihilate a unicyclist by running him down on a bicycle.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

B. SCHULENKORF & SON, Merchant Tailors.

CLUB TAILORS TO THE 'CYCLISTS'
TOURING CLUB.

BICYCLE UNIFORMS a Specialty

1141 WASHINGTON ST.

Near Dover Street, BOSTON.



Patented in England and the United States.

BURLEY'S ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,
Boston, Brighton District, Mass.
Or to The CUNNINGHAM CO., Odd Fellows' Hall
Building, Boston, Mass.

THE GRAND

CAMP-MEET TOURNAMENT

AND

Bicycle and Tricycle Exposition

OF THE

SPRINGFIELD BICYCLE CLUB

WILL BE HELD AT

Springfield, Mass., Sept. 18, 19, 20.

\$6,000 IN PRIZES.

GRAND DISPLAY OF FIREWORKS.

THREE BANDS OF MUSIC.

INCLUDING A GRAND EXPOSITION OF BICYCLES, TRICYCLES AND SUNDRIES.

THE LARGEST EVER GIVEN IN THE UNITED STATES.

Full particulars in the *Springfield Wheelmen's Gazette*. Free to all applicants.

H. E. DUCKER, Pres.

A. L. FENNESSY, Sec.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.

Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,

CHICAGO, ILL.

HARWOOD'S

SAFETY STEP



Is made in five styles to fit any machine without drilling new holes in back-bone.

The Bevelled Teeth prevent tearing the clothing and secure firm foot-hold in mounting.

The Safety Flange prevents cutting the leg in case of a mis-step or fall.

No. 5.

The cut No. 5 represents the style specially adapted to the American Sanspareil, but equally applicable to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD,

P. O. Box 1252.

Worcester, Mass.

THE PERFECTION BICYCLE ALARM.

Patent Secured.



Continuous or single stroke, and instantaneous; simple in construction; will not rattle; always ready; loud and clear; will fit any Bicycle.

Descriptive Circular on application.

MANUFACTURED BY

THE SERRELL ALARM CO.

161 & 163 Clymer Street,

BROOKLYN, E. D., N. Y.

New York.

A bugle blast winds through the land,
Strikes on our ears, — together stand;
Fill high the glass, while care we drown,
In a deep-drawn health to Springfield Town.

ONCE more a gathering of the clans; the 'cycle has come around again, and Springfield looms up in the near future, undimmed by the twelvemonth past, and steadily advancing with gigantic strides. I scarcely think that the meet there of last September would recognize the vast preparations made for this present one; then it was as the modest effort of a child, timid and hesitating, now, conscious of strength, the man advances, power at his back, and vigor in his arm, while in his eye we see a gleam before unknown, — that of ambition; fed by its own flame it kindles afresh as it burns, ever increasing in intensity; no question now of turning back, the whole horizon is in front, and the watchword is "Do or Die." But how changed is the background. Where before was only a wilderness and the quiet depths of an endless forest, now we see thousands on thousands of gleaming wheels; the glimmering star that in the darkness told of the hope of the fair New England town now shines with added lustre on the emblazoned shield of the nation, a nation's pride, and moves to a glorious future, borne on our gliding wheels. On, Springfield, to your destiny, care not for obstacles, they were made only to be overcome, and each one as it yields before you will make the next one easier to down. Paint "Victory" on your banners, and fling them to the breeze, then let the world come gaze in admiration.

New York is fast becoming aware that bicycling is an established fact. The meet has done its work, and done it well; it only remains for us to carry it on. The daily press contributes its quota in our aid, and that, too, gratuitously, so that now one can scarcely pick up any of our numerous daily papers without seeing one, at least, and often numerous notices of bicycling events, both in this city and through the country. No representation of every-day scenes, as depicted now in the illustrated papers, is without its necessary bicycling adjunct, and it is becoming a very evident fact that we are becoming rapidly familiar to the public, but not the familiarity that "breeds despire." They take to us now quite kindly, and seem to like us and our ways a little better than of yore, and even the horses smile at us occasionally, even if their drivers do not. It has long been understood that no athletic programme is complete without one or two bicycle events, and where some athletic meetings lose in prestige, a purely bicycle meeting is fast superseding all others in popular favor, especially where fancy riding (however poor) is indulged in in addition to the racing schedule.

The select gathering which the Kings County Wheelmen's programme of a day or two ago drew to their meeting is a fair exemplification of the point in question. It was one of which any club might well be proud in whatever city lo-

cated, and their innovation (*vide Beckwith*) of a dinner afterwards to visiting wheelmen was eminently satisfactory to the participants, at any rate, and while referring to this meeting I would like to say one or two words in reference to this unfortunate affair of Mr. Corey's: There has already been a great deal of wind expended and anger vented in more ways than one by the interested parties on either side, and opinion here is pretty evenly divided on this subject; my opinion (and I cannot believe that even Mr. Corey himself would take exception to a candid opinion, honestly expressed, by a person whom he may rest assured has no ill feeling against him in this matter or in any other, and who had at the race ample opportunity for constructing the grounds for a future expression of an opinion) is that the race was won fairly and squarely, and on its merits, I consider, and my ideas, when necessary, are free and outspoken; that Mr. Midgley is better on a spurt than Mr. Corey, and it was most certainly a spurt at the finish that won the race. Mr. Corey was too closely clocked by Mr. Clafin for any mistake to be possible.

I stood across the scratch as they came down the home-stretch; Mr. Pettus was leading by over two yards, and it was only by an extraordinary effort that Mr. Midgley was able to push his wheel ahead of Mr. Corey the two feet which won him the race.

They both of them slowed up as soon as the scratch was passed. Mr. Pettus, however, who had still another lap to make, kept on. This deceived the crowd, who had all along thought that he was even with the other two, and their shouting started them again, and rendered necessary the subsequent refusal of the second medal. I honestly believe that both Midgley and Corey knew it was the final when they came down the home-stretch neck and neck, and that they would have stopped then, whether the pistol had been fired out of time or not. In fact, they were both of them too well coached not to know it. To branch somewhat abruptly, however, from such sombre and unpleasant reminiscences to something more cheerful, although it is somewhat early in the day to be able to say positively about what number of the rank and file Manhattan will send to Springfield, everything goes to show that a delegation will take the special train which is in anticipation, of which we will not need to be ashamed. Of the city clubs, the Citizens will probably show to the front, with about twenty or twenty-five men; the Ixions, with about fifteen to eighteen; the New Yorks with about ten to fifteen; the neighboring clubs have not yet been heard from, but can easily be depended on for a like ratio, and a good reinforcement is looked for from the Kings County.

Notably few of our racing men are going on. Thompson has retired and does not expect to race any more, Rood will not be able to be there at all, Reed will probably enter, Harris cannot get on,

Pitman and Sanford are entered for various events, and Pettus and one or two other of the Kings County will show to the front, but there seems to be very few in comparison with other events. It is very evident that the big fish are frightening off the little ones. Well, I trust that those that do ride will render a good account of themselves, and not let New York get entirely left when the tin plate gets passed around.

The clubs here are growing rapidly, and the number of unattached is getting astonishingly large in the city and vicinity, and it will probably end in the formation of new clubs some time in the near future.

Tricycling, too, has gained a foothold, and it is only a question of how long it will be before the full use of the park is conceded to us that is needed to settle its ultimate adoption. For the present, the Riverside is proving quite a boon to us, and is becoming every day more and more popular for a pleasant afternoon or evening spin, and it is a very poor day when the sunset does not see from twenty to fifty men scattered along its length. The League meet has shown this road to the New York public in a new light. They did not, apparently, know before what a beautiful road they had right at their own doors, but the meet opened their eyes, and now there is a line of park carriages running over and up the drive, and pleasant afternoons always find plenty of carriages interspersed with the bicycles. The first accident has yet to be reported.

The drivers are gradually learning that we know how to pick fine roads, and are beginning to follow our tracks.

May it end in the final redemption of our roads, and my wheel yet traverse Fifth avenue to Washington square.

CHIC.

Route from Albany to Poughkeepsie.

FROM Albany, cross bridge and climb long hill in Greenbush to old Boston and Albany turnpike; keep this road, passing through East Greenbush (five and a half miles from Greenbush), same road to Schodack Centre (two and a half miles). Here take old Albany and New York post road to Kinderhook, following telegraph poles (twelve and three quarter miles), then to Stuyvesant Falls (four and three quarter miles), Stockport (three and a quarter miles), thence to Hudson (five and a quarter miles). At Hudson, League hotel, North House, \$3.00 and \$3.50 per day, or Central House, \$2.00 to \$2.50; a fair hotel. Hudson by "Bay road" to Blue store, to Clermont, Upper Red Hook, Lower Red Hook to Rhinebeck. Thence to Poughkeepsie *via* Staatsburg and Hyde Park. We are indebted for the above information to H. R. Bryan, captain of the Hudson Bicycle Club, who writes us that he can indorse the above. We trust it will be of aid to our subscriber who requested information in our last issue. We still want the route from Boston *via* Brattleboro' to Wilmington, N. Y., and from there *via* Bennington, Vt., to Albany.

The Down-East Tour.

BICYCLING THROUGH MAINE AND NEW
BRUNSWICK.

By GEESER.

III.

THE tourists spent the afternoon spinning yarns around an open fire on the hearth. After listening to some pretty tough stories, one old veteran, on being asked if he believed them, suavely answered, "Oh, yes; I'm a liar myself." The party was here organized for riding by the choice of Chief Consul Hill as captain, and Messrs. Chandler, Johnson, Dimock, and Hathaway as lieutenants.

The coaches finally arrived, and the party started for Calais, the head coach, which had about two hours' start, reaching the American House at eight o'clock, and the others not until ten. "Karl Kron" was comfortably seated in the smoking-room when the last coach drove up, resplendent in white flannel, a "biled" shirt, and diamonds, contrasting strangely with the travel-stained appearance of his associates. A hot supper was scarcely touched, the tourists being, as one of them put it, "too hungry to eat," and they soon sought their downy couches, there to dream the sweet dreams that come to all good wheelmen.

Wednesday morning dawned dull and stormy. The rain had fallen all night long, and riding was therefore out of the question. After a not over-tempting repast, the tourists assembled in the parlor for a general discussion of plans. Some were feeling rather disheartened at the prospect (for the rain seemed to have come to stay), while the majority were in good spirits and "bound to see the thing through." Manager Elwell soon joined the group, and tipping his polo to the rear of his shapely head, in the manner which every member of the party well recollects, addressed them as follows:—

"Gentlemen:—As the weather is so very inclement, with not much chance of clearing off, it is for you to say whether the tour shall be abandoned, postponed, or carried out. Which ever way you decide, I am with you."

His speech elicited some lively remarks, which resulted in a vote being taken, whereby the gritty wheelmen resolved to "stand by the tour, rain or shine"! The genial manager then unfolded the plan for whiling the tedium of the many hours in Calais: The citizens, disappointed at the loss of a street parade, were desirous of having the wheelmen stop there over night and attend a grand reception ball to be given them. This announcement was received with shouts by the tourists, whose cheerful spirits were now rapidly returning, and no urging was needed for them to accept the hospitable proposition. Valises were overhauled for white shirts and neckties, and other trappings of a gala fit-out, while the shoe dealer found a brisk sale for pumps that day.

During the forenoon a tug was chartered, and the tourists steamed down the St. Croix to Robbinston for their wheels. The scenery along this river is beautiful, even on a misty day. On its verdant banks groups of cosey houses and trees nestle together, and the land is broken by innumerable hills, while the river itself has a pretty sprinkling of emerald islets on its surface. In the distance lofty mountains rear their hazy outlines against the cold, gray sky, with a peculiarly weird effect.

Calais is the market of all the up-river counties, and of the Province of New Brunswick, and has a population of 6,500. The people are mostly engaged in ship-building and the lumber trade. St. Stephen lies just across the river, in New Brunswick, and is a quaint-looking little town, and, with its odd pavements, people, and houses, seeming like a bit of the Old World. Calais then boasted but two or three bicycles, and, judging from the slighting manner in which they were referred to, the people did not regard them as worthy of much attention. But the visiting wheelmen were looked upon with especial consideration. The streets being rough and muddy, the mayor kindly tendered them the use of the sidewalks for riding between showers,—a favor never accorded the local wheelmen,—and there were numerous other evidences of the goodwill of the citizens.

Great was the disappointment of the people at being deprived of the sight of the men on their wheels, hundreds having poured into Calais from the surrounding country the previous afternoon to witness their *grand entrée* into the city. St. Stephen was also on the *qui vive*. Buildings were decorated with gay streamers of bunting, and the schools were all closed in expectancy of a visit from the touring wheelmen.

The ball came off that evening in St. Croix Hall, and, as the local press said, "was largely attended by the leaders of society in Calais, St. Stephen, and Milltown." It was a *recherche* affair, and, the same worthy source affirmed, was never surpassed in brilliancy but once (on the occasion of a military ball, given a year before). The hall was tastefully decorated, excellent music was discoursed, and the fair maids, flashing in silks and jewels, and the wheelmen, in their picturesque costumes, gliding about in the mazes of the dance, made a scene of kaleidoscopic gayety. The programme of dances was follows:—

BICYCLE HOP.

1. Grand March and Circle.
2. Quadrille.
3. Waltz, Schottische, and Polka.
4. Quadrille—Lanciers.
5. Contra—Boston Fancy.
6. Quadrille.
7. Racquet, Scottische, and Mazourka.
8. Quadrille.

INTERMISSION.

9. March and Soldiers' Joy.
10. Lanciers.
11. Contra—Lady of the Lake.

12. Quadrille.
13. Galop, Waltz, and Schottische.
14. Portland Fancy.
15. Quadrille.
16. Contra—Tempest.

MANAGERS.

For Wheelmen.—A. A. Hathaway, S. A. Boyle, G. C. Holmes.
Calais.—E. C. Goodnow, W. G. Wharff, Ernst T. Lee.
St. Stephen.—Henry Graham, Fred Stewart, Ernest Haycock.
Milltown.—Henry Murchie, Helon Todd, Frank Graham.

There were also about a dozen extra waltzes interspersed, prolonging the festivities until a late hour the next morning. At intermission, refreshments were served, under the direction of Mr. D. M. Gardner, of the American House.

The mashers were unusually irresistible that evening, creating a flutter in many a susceptible bosom, and the number of souvenirs exchanged between the charming maidens and the gallant knights of the wheel was enormous. It was whispered that one giddy youth was obliged to invest in a new set of buttons for his coat the next morning.

Previous to dancing, a half-hour was devoted to fancy riding by Messrs. Midgely and Curtis, which, although not exactly such an exhibition as Tufts or Wilmot would give, fairly amazed the lookers-on by the apparently reckless daring of the riders, and even the distinguished champions mentioned never received a more flattering ovation than did those unassuming performers, who bore their honors with becoming modesty. The stand-still (which was really the hardest trick performed) was lost upon the spectators, they evidently thinking Mr. Curtis had got himself into a plight from which he found it difficult to extricate himself. However, the riding proved a novel entertainment for the people, and the papers spoke of it in high terms of praise, characterizing Mr. Curtis's feats as "marvellous."

The tourists rose early Thursday morning, and, as they struggled into breakfast, the effects of the previous night's revelry were very noticeable; their dull countenances contrasting strongly with the fresh faces of the three or four staid members of the party who did not attend the ball. Tired and aching in every joint, and eyes heavy from loss of sleep, hardly one felt like doing a day's wheeling but, fortunately, the mist still hung about like a pall, and rain was threatened any minute. They took a run over to St. Stephen and were pleasantly greeted on every hand. They had the freedom of the town, even the toll-gatherer declining to receive the customary fee, and there also, the sidewalks were placed at their service.

Returning to Calais, the wheels were carefully looked over and cleaned, and while thus employed, Treasurer Woodman burst in upon them with a bill for—the grand reception and ball.

So this was the sequel of the much-talked of "reception"! The citizens

THE BICYCLING WORLD

—) IS A (—

JOURNAL DEVOTED TO THE
INTERESTS OF BICYCLERS
AND TRICYCLERS.

IT IS THE ORGAN OF NO
ORGANIZATION, FACTION,
NOR MANUFACTURER.

TO BICYCLERS

Who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

SUCH A JOURNAL

THE BICYCLING WORLD AIMS TO BE

THE SUBSCRIPTION PRICE

IS ONLY

\$2.00 per annum. \$1.00 for six
months. And we will send it
three months for sixty
cents.

SPECIAL TERMS TO CLUBS, — five subscrip-
tions, \$1.75 each; ten subscriptions, \$1.50
each.

J. S. DEAN, EDITOR.

E. C. HODGES & CO., Publishers,

8 Pemberton Square,

BOSTON, MASS.

BICYCLING WORLD

Annual,

January - - 1884,

WILL CONTAIN

*Review of the Year 1883,
Racing Record, Club Direc-
tory, Full Descriptions of the
Machines on the American
Market (Illustrated), Full
Description of 'Cycling Ac-
cessories on the American
Market (Illustrated), Chro-
nological Tables of Events of
1883, "Best on Record"
Tables, Notable Perform-
ances at Home and Abroad,
The League, and other 'Cy-
cling Institutions, Etc., Etc.,
Etc.*

SUBSCRIPTION BLANK.

Send BICYCLING WORLD to

Name,

Address,

Beginning,

Time,

Enclosed find \$

Make Checks and P. O. Orders payable to
E. C. HODGES & CO., and send no Postage
Stamps of larger denomination than 2 cts.

had generously tendered the tourists a "reception," but looked to them to pay the bills (and the charges were by no means moderate), a very literal interpretation of the aphorism that "he who would dance must pay the fiddler." The wheelmen were naturally somewhat surprised at this turn of events, but feeling that they had had their money's worth, voted unanimously to pay the bill, exorbitant as it was, — a fact which the papers overlooked in their accounts of the affair.

The wheels and luggage were once more stowed aboard the tug, and the wheelmen left for Lubec, the girls waving their adieus from the wharf. A stop was made at Robbinston for another of the famous Brewer House dinners, and the tourists were there joined by Messrs. Midgely, Dimock, and Rothe, who had made the distance (twelve miles) on their wheels, through mud and water. But they "found the roads in good condition." Of course. How could they have been otherwise after a three-days' steady rain!

The atmosphere was still exceedingly humid, and the now thoroughly disgusted conductor, Elwell, who had borne up bravely under his load of bad weather all the week, rushed into the dining-room, ran his fingers disconsolately through his hair, and said, in a sharp, vexatious tone: "Gentlemen, we are like drowing rats in a trap, — if we get off without our tails, we'll do well!" Efforts were made to cheer him up, but without avail, and it was a long time ere his enlivening smile was again seen.

After dinner the two Stars set out to wheel to Eastport. Soon another bicyclist wanted to follow, and then another, and so on, until fully one half the number were eager to go on the wheel, and they started, as hour behind Messrs. Corson and Varney. But they probably did not find the ride conducive to much pleasure, for the fog was quite dense and equal to rain in its influence on the garments, and the roads were wet and sticky. The remaining portion of the party took the tug to Eastport, Manager Elwell assuring all hands that they would be seasick before they arrived there, — a prophecy which proved utterly false. The fog settled thickly all about, causing the captain to continually lose his bearings. He could not understand why the compass should fail to work, and his exclamations as he vainly tried to peer through the misty cloud, were a decided shock to the reverend member of the party, who would turn to escape the captain's profanity only to collide with his first and second mates similarly occupied. Finally, the misty veil lifted for a time, and the cause of the compass's refusal to do its duty was subsequently discovered. It was nothing more nor less than the proximity of the bicycles to the compass-box so large an amount of steel completely demoralizing the sensitive needle. At this juncture the mariners indulged in another period of profanity for very joy.

Eastport was at length reached, at the

same times as the Stars, which went over the road. The captain of the tug was very desirous of stopping there for the night, but as arrangements had been made for the tourists at Lubec, it was important that they should get there. He fretted for half an hour, and then declared that if the expected detachment did not get along in thirty minutes, he would not take them across, claiming, in extenuation of his intimidating course, that the fog would make the passage wholly unsafe. Here was a situation! But when the time was nearly up, the anxiously looked-for bicyclers hove in sight, wet and bedraggled from head to foot, and their wheels one mass of mud and rust, a drizzling rain having struck them when but a few miles from Robbinston.

For the next few minutes the wharf presented a scene of unwonted activity as the wheelmen bustled about. The wheels were lowered to the deck of a schooner (a distance of about forty feet), and then transferred to the tug. Many hands made quick work, and, at the expiration of the captain's time allowance, every man and wheel was on board and the tug steaming across the river to Lubec.

They put up at the Cobscook House, and, after a good supper, an hour was spent in the smoking-room, the evening being damp and disagreeable out of doors. Between the wreaths of smoke the company was regaled with an account of the trip, as published in a *Machias* paper, which made flattering mention of the more prominent members of the party, and, it is unnecessary to add, got beyond its depth. The bookkeeper of a Boston hotel was put down as the proprietor of the aforesaid hostelry, and there were numerous other inaccuracies. In fact, the whole article was one saturation of what our Western cousins would term "sorghum."

An attempt was made to get up a "stag dance," but the worthy proprietor of the house not entering so warmly into the plan as the wheelmen desired, it proved futile. Thus repelled, and many of the tourists feeling more like sleeping than dancing, they made an early retirement, and were soon locked in the arms of Morpheus.

[To be continued.]

A Flagrant Outrage.

OUR attention has been called to one of the most outrageous assaults upon a bicyclist it has ever been our misfortune to hear of. The facts are exceedingly aggravating, and the only gratifying feature of the case is the decided and proper action of the gentleman who suffered from the dastardly conduct of two men. It seems that Dr. E. M. Ferris on 4 September was riding on his bicycle in company with his mother and sister, who were driving a phaeton, about 11.30 A.M., on Harvard street, Brookline, on the right-hand side of the road, going towards Cambridge. When near Babcock street

two men, one of whom was intoxicated, driving a box buggy, chased Dr. Ferris and tried to run him down. The bicyclist tried to keep out of their way, but the horse struck him and threw him violently to the ground. He fell on his right side, striking his hip, and spraining his left wrist. The men in the buggy continued on, but Dr. Ferris, being able to jump up, got into his mother's phaeton and followed them to the "Hawthorne," a hostelry familiar to many of our readers. He asked them their names and addresses, but they refused either, and offered no apology for their conduct, although informed that they might avoid considerable trouble if they would do so. Dr. Ferris waited around the premises nearly two hours, but could obtain no satisfaction from them, though Mr. C. D. Leckie, the proprietor of the "Hawthorne," said he would be responsible for any damage the men might have caused. On being asked for the names and addresses of his guests, he said he did not know them, but subsequently admitted that he did, but could not divulge their names without permission. After taking means to identify the buggy, and having marked it for that purpose, Dr. Ferris departed for an officer, having, however, obtained the proprietor's signature to an agreement to be responsible for damages caused to him by two "unknown men." Returning to the hotel with the officer, he found the man who had driven the buggy in the bar-room, thoroughly intoxicated, and asleep, with his head on the table. The other man had disappeared, but the team was in the shed. Leckie, the proprietor, with tears in his eyes begged that the man should not be arrested, as he was his brother. Dr. Ferris said, "Very well, if he is your brother I will take his name and address, and if he is a gentleman he will make a proper apology when sober." This was given to him, and also the other man's name as "Brown," who subsequently turned out to be Gerry Brown, of Lynn, Mass. The rest of the story we will tell in Dr. Ferris's own words: "Later in the week I told Mr. Leckie, the keeper of the Hawthorne, to bring Brown to my office at eleven o'clock, Monday, 10 September. He promised to do so, but did not. Monday afternoon I called at the residence of the driver, W. J. Leckie, and was told that he had gone in town. The next day I called at his office in the city (211 Congress street, Boston), and was told that he had not been in for a week. In the afternoon I again drove to his residence in Roxbury with my father, but the servant who answered the bell said he was not in, and was boarding at the U. S. Hotel. My patience by this time being exhausted, I had on Wednesday, 12 September, two warrants issued in Brookline for the arrest of both offenders on a charge of assault and battery." We are pleased to state that on Thursday, 13 September, Brown was arrested. The case has been continued until next Tuesday.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

PHILIP T. DODGE, Attorney and Solicitor of AMERICAN and FOREIGN PATENTS, Washington, D. C., 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

BOYS' BICYCLES. — Sizes, from 28-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. **R. P. GORMULLY**, No. 40 So. Canal street, Chicago, Ill.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

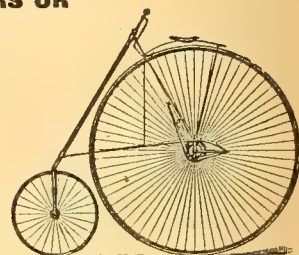
The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.
Smithville, Burlington Co., N. J.



REDUCTION IN PRICE.

—THE—

UNION BICYCLE,

A High Class, Elegant, Durable Machine, made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch, \$81. Full Nickelled, \$100.

McKEE & HARRINGTON, — — — 173, 175, 177, 179 Grand Street, NEW YORK.

SEND THREE CENT STAMP FOR CATALOGUE.

Under License from Pope Mfg. Co.

THE JOINT RACE MEETING OF THE GERMANTOWN AND PENNSYLVANIA BICYCLE CLUBS

Will be held Saturday, 29 September, 1883, at The Gentlemen's Driving Park, Philadelphia,

AND WILL COMPRISE THE FOLLOWING EVENTS:

3-Mile L. A. W. Championship of America.

1 and 5-MILE PENNSYLVANIA STATE CHAMPIONSHIPS,

Open to Pennsylvania L. A. W. Members only.

3-MILE JUNIORS' RACE, Boys under 16.

1-MILE NOVICES' RACE, for those never having won a First Prize.

2-MILE HANDICAP, 200 Yards limit.

150 YARDS SLOW RACE, Handicap, 15 Yards limit.

1-MILE TRICYCLE, Handicap.

FANCY RIDING CONTEST.

1-MILE CLUB RACE, Pennsylvania Club only.

"THE WHEEL" 1-MILE CONSOLATION RACE.

ENTRANCE FEES.—\$1.00 to Championships; 50 cents to other events. To be sent to

T. HOUARD WRIGHT, Chairman, 232 Walnut St., Philadelphia, Pa.

Entries close 25 September, 8.00 P. M.

Hand-some Gold and Silver Prizes in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

IN THE MORNING OF SAME DAY WILL BE HELD THE

First Annual Meet Pennsylvania Division L. A. W.!

AND FIFTH ANNUAL MEET PHILADELPHIA WHEELMEN.

FOR PARTICULARS ADDRESS

CHAS. M. MILLER, 1126 Walnut Street, Philadelphia, Pa.

FRED. JENKINS says that the lot of a referee "is not a happy one."

"OBSERVER," in the *Tricycling Journal*, says: "At Mansfield we passed the evening with Owen, Davis, and Pennell, three Yankee bicyclers who had been at the Harrogate meet, and who were on a prolonged tour. To see the way the Star bicycle turned about was a caution. If ever we go in for a bicycle we shall certainly go in for one of the Star pattern. . . . But how the Star rider could 'bounce,' and swore by the 'mile a minute on a bicycle,' and said that he was the man, or words to that effect."

JUST as we go to press we have received list of the entries for the Springfield races, and notice that A. H. Robinson, a noted English amateur, Robert James, an English professional, are entered, as well as W. G. Ross, a Montreal flyer, B. G. Sanford, of New York, and lots of others who will doubtless show up well. James ran two dead heats with Wood, the 20-mile English champion, whose mile in 2.31½ is the fastest ever ridden.

English Notes by "Chanticleer."

CHAS. LILES has won the twenty-five mile championship, beating Sutton, Gaskell, Vesey, Brock, West, and many more well-known men. When it came to the last lap, he dusted away from the Birmingham man in fine style, whilst Gaskell could get no nearer than fifth. All does not look so rosy for the latter on the subject of the Surrey cup as was at one time thought, and there will be a tremendous struggle for its possession.

Harrogate, I hear, passed off very well, the American visitors being well received, I only got as far as the professional championships, where Wood once again beat Howell, and has now fairly got the funks on him, so that the big man, who now rides a Royal Mail, can do no good with him, although he does try (both by fair means and foul) to do so. Wood, however, is full of confidence as to future meetings. He rides a 57-inch Humber.

The visitors at Harrogate, according to the papers and our home reports, were as numerous as ever, over two hundred being in camp on the two nights. Weston, of the Bostons, was present, also Mr. H. Owen, J. Pennell, Davis, and Pope. Several Irishmen were in camp, and as usual, a big contingent of Scotchmen, who appear to have most of the racing in their hands.

Lacy Hillier, I gather, is hard at work again, some very startling times being put to his credit in the "Northern Athlete." Most people think that it is the Surrey cup on which his name has once appeared, whilst others say "Springfield." I am at any rate in a position to contradict the latter supposition.

The road ride of the London Tricycle Club left the twenty-four hours tricycle record at two hundred and eighteen and three-quarters miles to the credit of Marriott, of the "Humber" firm. But this grand record has not stood long, as Mr. A. Bird, of Birmingham, succeeded in covering two hundred and twenty-two miles in the same time, and the record now rests with him and our home club, the Speedwell Bicycle Club.

The row about road races does not seem to have much effect outside the *Journal*, which has devoted itself to their extinction. But then, it is quite possible that something may happen when it is least expected. The fifty-mile road race is announced under the management of the Tricycle Union, whose promoters are getting bold advertisement for themselves and their businesses out of the clubs which nominally work the contest and actually find the money. In fact, the matter has now descended to an advertising show, and will soon be left entirely to suspended and subsidized "amateurs," of whom the army is daily increasing under this new arrangement.

Racing has been very much on the boom, especially during the holidays. In fact every prominent man has been somewhere. Thus Gaskell, one-mile champion, has again beaten Lowndes, this time on a bicycle, and many of the "retired" division came out with success at quiet little country meetings.

The defeat of the one hundred-mile record by F. R. Fry, of the Clifton Club, was one of the events of the end of July. The matter was kept very quiet, and none of the press men knew of the matter, doubtless owing to the modesty of the riders, who were about to attempt the feat. At the same time every precaution was taken to insure a complete record, as Mr. G. P. Coleman, our boss clocker, was on hand the whole day, and kept a careful eye on the lap scoring of Mr. A. Nixon. The men were sent away early in the morning, by Mr. Hillier, and a very few who were in the "know" were present. Vesey, the holder of most of the records between fifty and seventy miles, was among the pacemakers, as were the Adamsons, Butler, and one or two other well-known men, who assisted in making the pace. Fry's companion, D. R. Smith, was run out at about forty-eight miles, and only came on at intervals, and Fry, going strongly, eventually covered the distance in 5h. 50m. 5½s., beating the previous best by nearly forty minutes. He is quite a lad, and will doubtless improve. His rate of going throughout was a steady 3.30. He has since given up for the season, a very wise move.

Our fifty-mile champion has turned up in the person of H. F. Wilson of the Surrey, a rare good rider, though on the small side. He is a picture when stripped though, and fills that particular description known as "a little big 'un." He was without doubt the best man in the race, and his fine riding a few nights before doubtless frightened Falconer, who was

not quite fit. Had Fry, the 100-miler, begun to go away some two miles earlier, there is but little doubt that he would have beaten Wilson, who put in some awfully fast riding about the twenty-sixth and three following miles, and succeeded in lapping all his opponents. Fry was most ill-judged to let him get away, as he was riding well within himself, but although a good man, his judgment is not as yet matured.

Of other sensational performances we have quite a glut. The day's bicycle riding record on the road has been cut, a rider named Brown having ridden two hundred and thirty-one miles inside the twenty-four hours, whilst at Wolverhampton, DeCivry, the Frenchman, has been credited with 8m. 20s., from the one hundred and twenty yards mark for three miles, equal to about 8m. 32s., a time DeCivry has never approached before, but which can be easily seen to be an error through the omission of one lap, as the lap is only one-fifth mile, and is consequently worth something under forty seconds, which would make DeCivry's time much nearer his real form. Certainly DeCivry would get a bad beating from Wood were he to tackle him at three miles, and Wood has not shown us 8.30 for the distance as yet.

From all I hear, the American Star has excited a good deal of comment. Several well-known riders got on it at Harrogate, amongst them being M. D. Rucker, G. L. Hillier, and E. R. Shipton, the two latter managing to get coppers off the machine in their initial efforts.

The wondrous lithographs of the Springfield meet are finding their way into the shop windows in London, but I fear there will not be a very strong contingent of English over. If Fred. Wood were to go there would be some good riding, and he would be certain, bar accidents, to pick up all that was worth taking.

The two events to which we are now looking forward, are the Surrey, ten miles, for the challenge cup and the Kildare cup, in both of which the "resurrected," C. E. Liles and H. W. Gaskell, will be antagonized. Both races will produce fine struggles, and there is little doubt that the man who wins *will have to ride* particularly well. There is a talk of Sutton riding also, but he will have but little chance on a right-handed path, and although he beat Gaskell in the five-mile championship, there is little doubt that Gaskell is as good a man, though he was without doubt handicapped by the strange path at Birmingham.

Frank W. Weston is staying in Coventry. His new photo, presenting back as well as front views of the C. T. C. uniform has created a good deal of amusement, and without doubt it looks very well, although I for my part do not prefer it to the gray of the English division. Although the strange fine lilac shade in the latter soon flies, the color that remains is a very serviceable one. There

AT THE SPRINGFIELD MEET.

THEY RUN
EASILY.

THEY ARE LIGHT.

THEY ARE
STRONG.

FINISHED WITH
HARRINGTON'S
ENAMEL.

WINNERS RIDE
THEM.

THEY ARE
VICTOR
TRICYCLES.

MADE BY
OVERMAN
WHEEL CO.,
HARTFORD,
CONN.

FIRST AND ONLY
EXCLUSIVE TRI-
CYCLE MAKERS
IN AMERICA.

was, perhaps, no better move ever made than the uniform as now adopted, and it is a matter on which the original uniform committee are to be highly commended that it has taken so well with the majority of riders. Whole clubs are now going into C. T. C. uniform as a matter of course.

The ladies' twenty-hours record has got a beating again, as a Mrs. Allen, of Birmingham, who is stated to be the mother of three children, has ridden one hundred and fifty-two miles inside that time, on the by no means over level road from Birmingham to London, or rather to Dunstable and back. This eclipses the one hundred and thirteen miles covered by Miss Jessie Choice, some time back. We here are proud of such rides, as they encourage ladies to try what they can do, and I am delighted to see the *Tricyclist* speaking up for the ladies, who have been abused by a scurrilous critic, who attacks them from behind the safeguard of an anonymous contributor, otherwise he would without doubt ere this have discovered that boots are sometimes made for something else than walking with. Happily he is entirely alone in his scurrilities, and the cause is said to be found in the fact that Miss Choice has long since cut the person, whose style did not by any means suit that young lady or her friends, *hinc ille lacrymæ*.

French Notes.

(Translated for the *Bicycling World*.)

PRINCE ORLOFF, Russian ambassador to France, has bought a tricycle of Clémant & Co.

A FRENCH inventor has made a successful application of the parallelogram to the bicycle. The work of propulsion is rendered easier, and, if desired, wheels from 62 to 78 inches in diameter can be easily ridden. The invention has been roughly applied to a 54-inch machine, which was found to be much more easily driven than before. From experiments on some farm machinery it was found that where a force of fifteen pounds was required before, two pounds, when this new device was applied, was sufficient to turn the machine.

M. JUMIN has invented a new style of tricycle which can be driven at the same speed as a bicycle.

A BOOK written in the Latin of the time of Clovis gives a description of a machine used in those days. Its appearance was much like the steed which our friends ride. It had two wheels, which were put in motion by the feet of the rider, whom it carried, without the help of any *beast*. Riders were gentlemen in those days.

Chicago Chat.

A YOUNG man used to clerk in a store near the corner of State and Madison streets, riding bicycle to and from business. This bicycle was stabled in a convenient niche in the hallway. Like all

bicyclers, he grew and prospered, getting to himself much knowledge, for which he was promoted to a higher and better job—at least, he recently quit the store and went to work elsewhere. One day Capt. Ed. Brown happened along that way after store closed, and, shoving his machine into that convenient niche in the hall, went up-stairs. One of Pinkerton's watchmen on the block then appeared on the scene, noted the bicycle, and saw a chance to demonstrate great sagacity and attention to duty; for he reasoned that the young man in the store had gone home and forgotten his bike, and therefore he would cart it around to the station and write the owner a letter. This was done at once, but the watchman discovered himself badly up a tree next day when reply to his letter was received. Capt. Brown, on coming down-stairs, discovered a large vacancy where he had left his sixty-inch. Police department was notified at once, and city scoured for a week. Everybody considered it a parallel case to theft of Mr. Conkling's sixty-inch D. H. F. over a year ago, which he recovered by advertising \$25 reward and no questions asked. Capt. Brown resolved not to be beaten out of \$25 this way, but at the end of tenth day put case in hands of Pinkerton's detective agency, when the matter was cleared up at once and bicycle restored unharmed. Moral, don't leave your horse unhitched.

Grenier's Madison Street Garden, corner Throop and Madison streets, opened 1st inst. Garden consists of quarter of a block in thickly built part of city, very central. Around two sides brick stores are built, leaving large covered court in rear occupied as out-door theatre, concert garden, and for general sporting purposes, called by management the "Second Gilmore's Garden of America." Around outside of court runs an eight-lap track, ten feet wide, broad, raised curves, built of planed and closely matched flooring, lengthwise, splendid track for bicycling. Chicago Club had regular Saturday afternoon run to parks, and on return in evening entered garden and opened up the sport. Van Sicklen, Bennett, and Valentine entered one-mile race, former winning. Mehring and Vowell then had five-mile spin; prize to former. The Star machine made trial spin, succeeded by Morgan and Woodside in twenty-five-mile race. Audience estimated at 8,000. This is a grand track for wheelmen of the west division, and will tend greatly to develop racing element and bicycling generally.

Conkling and Ayers have been exploring the wilds of upper Wisconsin on bicycles. Train carried them two hundred miles north, when, alighting on bank of the Fox River above Appleton, Wis., marvellous roading was discovered along bank of river to Green Bay. This road stretches hard, smooth, and white from Fond du Lac along shore of Lake Winnebago, through Oshkosh, Neenah, Menasha, Appleton, and De Pere to Green Bay, and is first-class touring, with en-

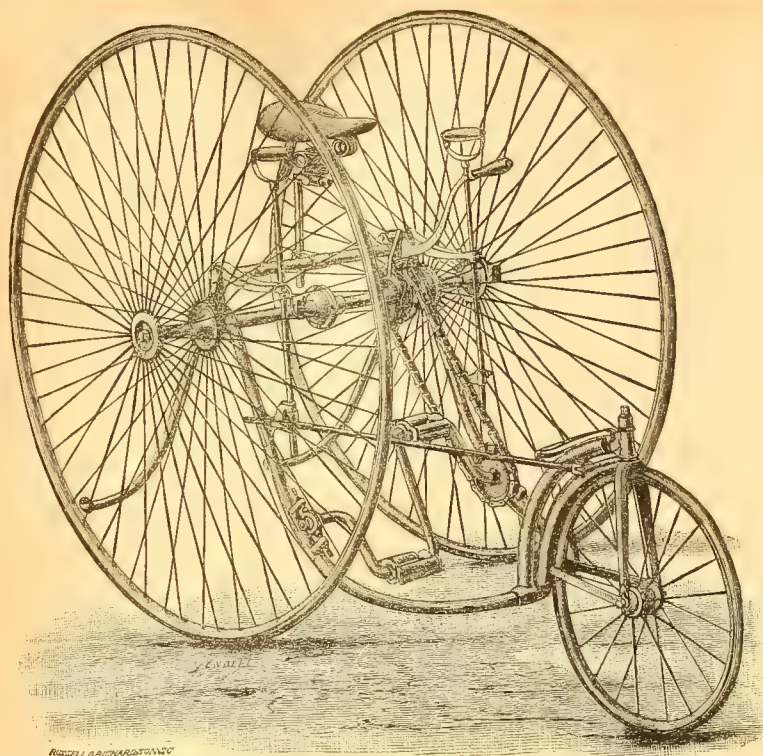
trancing lake, river, rolling hill, and bay scenery. This section of country has many wheelmen, more than one would imagine, because they keep quiet. Our tourists thought to astonish the natives with a sixty-inch electro-bronze-plated Yale and a fifty-four nickel Premier, but they would not be astonished. In fact, it was discovered even these elegant specimens of wheelage were common spectacles. At Green Bay it was found a common occurrence for parties of bicyclers to arrive from points thirty and forty miles south, returning same day. It is thus we see the great institution of bicycling spreads and grows, flourishing in districts associated in the city man's mind with pine woods and wilderness. Good roads seem to be inherent with Wisconsin. One finds them stretching across and through the State awaiting the explorer's wheel. Capt. Brown has toured enjoyably over the length and breadth of Wisconsin, starting from Chicago. The Chicago Club has it figured out to discover a smooth, practical bicycling route to Milwaukee. It surely exists, according to disconnected legend.

Speaking of electro-bronze, will say Conkling is trying the experiment on his Yale. The effect is that of gold highly burnished, and is extremely elegant. A touch with damp hands causes an easily rubbed-off tarnish, otherwise the plating stands wear satisfactorily, and is stimulating others to do likewise. B. B. A.

CHICAGO, 3 September, 1883.

St. Louis Notes.

SEEING nothing in your valuable paper from this corner of the world, I thought a few notes would not come amiss. The tricycle has reached us, and, to judge from what every one says, it will soon be all the go. The ladies are very fond of them, and I hear of many going to ride them. Four of the M. B. C. have sold their bicycles and have ordered Victor Rotarys, including the pioneer rider of St. Louis and one of the charter members of the M. B. C. Our streets are getting in fine shape for riding, and when the asphaltum ones are completed, we can come up with any city. The Eclipse Wheelmen have appeared in their new uniform, and it is pronounced the prettiest in the city. It consists of dark gray pants, pea jacket, polo cap, and dark blue stockings, which makes a very handsome combination. We have a doctor in Iron Mountain that makes all his calls on his bicycle, and he writes us that it suits him much better than a horse. He rides, on an average, forty miles a day. The Star has also made its appearance, and a quiet good many think of becoming owners of them. The man Bardenhim, that came so near shooting two members of the E. W., has bought his son a bicycle, and, I hear, has apologized for his disgraceful conduct. We now have five clubs here, but should have only one, as their combined roll will not count over seventy-five, which would form a



COLUMBIA TRICYCLES

Ball Bearings all 'round.

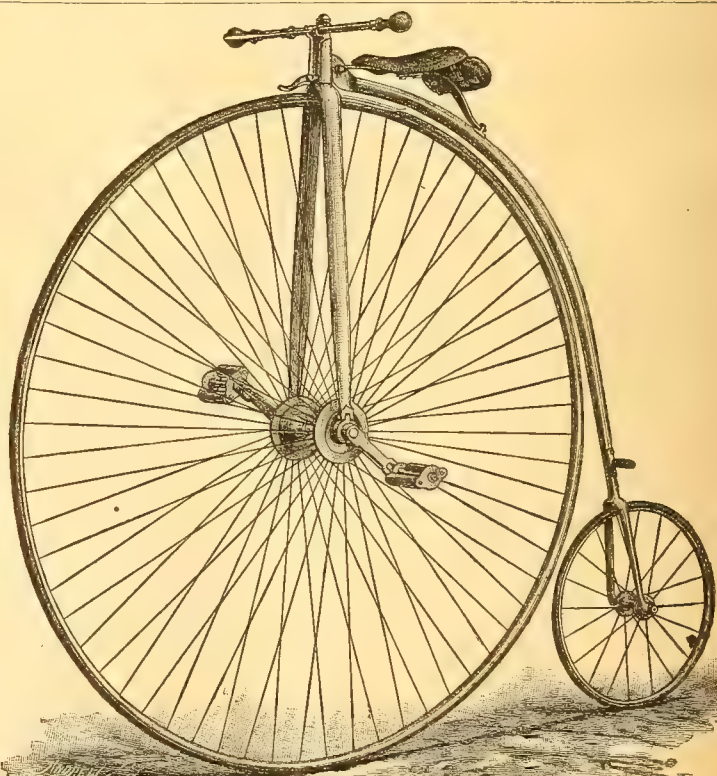
FOR GENERAL USE BY
LADIES AND GENTLEMEN.

THE POPE MFG. CO., 597 Wash'n St., Boston, Mass.

Expert Columbia.
Standard Columbia
Columbia Racer.

American and Foreign Bicycle and
Tricycle Accessories.

SEND 3 CENT STAMP FOR ILLUSTRATED (36 page) CATALOGUE



very nice club. The Eclipse Club has been organized just two months, and has taken ten club runs, or a distance of four hundred miles. We never hear of our Indian Club any more since they started to the Indian Territory. Where, oh, where, are the Friscos. The new club room of the M. B. C. is very elegant after you get into it, but you have to climb three flights of stairs about one foot wide, and take the chances of getting stoned or egged by the hoodlums which abound in the locality. Next year three hundred wheelmen will ride our streets. Seven St. Louis riders are going to try and carry off the Expert at the Peoria fair. Success, boys. Our great fair has left off the bicycle races this year. No cause given. Adios.

ROB ROY.

Route to Brockton.

As many of our readers intend to go to the bicycle and tricycle races at Brockton, Wednesday, 3 October, a-wheel, we give the following route: Boston, Columbus avenue, left Chester Park, right Harrison avenue to Warren street and Washington street to Milton Lower Mills. At the top of Milton Hill take direct road to Quincy and Braintree to South Braintree (direct road all the way from Quincy); at So. Braintree take right-hand road, turn pump to Randolph (a few hills, but fine roads); Randolph to Brockton, straight road, passing through East Stoughton. At South Braintree don't forget to take road at right hand; this way is a mile or more farther than through Holbrook, but you save time, as the Holbrook road is sandy for almost a mile. There will be a delegation of Brocktonians sent out to meet wheelmen coming into town, and will meet Boston party at Randolph. We cannot vouch for this route, but it is recommended by F. H. Johnson, of the Brockton Bicycle Club.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Knee Breeches.

Editor Bicycling World:—I was pleased to read the petition of the Missouri Bicycle Club, in your issue of 31 August, requesting the substitution of knee breeches for long pants; and for the encouragement of the movement in that direction, I would say that I have been wearing them for the past three months, and shall continue to do so. They meet the approval of my friends, 'cycling and non-cycling, and, I might add, are greatly preferred by the ladies; at least, such has been my experience. I consider them more elegant for evening dress, more comfortable for walking, and far more artistic and reasonable in general appearance and use, and hope the

day is not far distant when dangling trousers will have disappeared as effectually as they are now painfully apparent. I trust I am not the only one who has adopted the "new departure," or more correctly, "ye old style," for continued use.

H. F. FULLER.

CHICAGO, 3 September, 1883.

Ladies' Dress.

Editor Bicycling World:—The subject of suitable dress for lady tricyclists being frequently mentioned in your columns, I venture to give the result of my experience in coaching two ladies in the use of a sociable. The dress should consist of a blouse waist and single skirt, the latter cut rather full and about the length of an ordinary walking skirt, say just above the instep in front and a trifle longer behind. The fulness, however, should be evenly distributed all around. This last point is an essential one, as it leaves room for a free action of the limbs without drawing the skirt up behind. The material should not be very light in weight, for two reasons: first, while riding in a stiff breeze, or while coasting a hill, there is danger of a light skirt blowing over the dress guards, and getting caught in the gearing; second, many light-weight woollens are nearly transparent, and, as superfluous underskirts should be done away with, it is essential that the dress should be moderately thick. I heartily indorse the saddle for ladies in place of the seat. Besides being more comfortable when once used to it, it has the advantage of allowing the skirts to fall naturally about it, while on the seat one is constantly slipping forward, which necessitates an equal amount of hitching back into position; this aggregates the natural tendency of a seat to raise the back part of the skirt.

Close-fitting woollen under-garments should be worn; all cotton and linen being done away with, as sure promoters of a cold in case of exposure after a ride. Gentlemen's under-pants cut off at the knee will be found very comfortable.

For the head a soft turban for evening wear or a light shade had for day time, avoiding covering the forehead, if possible.

The reform dress, consisting of short skirt and pantalettes, advised by Mrs. King in the *Tricyclist*, is as unnecessary as it is unbecoming. The tricycle will, I think, become popular with American ladies in proportion as they find that no radical change of attire is required. I saw, recently, in a paper, a description of the dresses worn by lady tricyclists at some of our fashionable watering-places, in which it said the skirts were cut short, to the tops of the boots, with gussets set in to allow the limbs full play without drawing on the back of the skirt. If practicable, this is a good idea, provided a lady wishes to devote a dress to this exercise alone, but as the dress I describe can be used for ordinary wear as well, I think it will be more popular. The dress will set as

well with a beginner as with an experienced rider, for this reason; one feels at first that she must sit very low in order to keep the feet on the pedals. But this is soon overcome, and when raised to the proper height the ease of propulsion will increase and the dress will take care of itself. The ladies with whom it has been my pleasure to ride find that they now ride with ease full three inches higher than at first they thought possible. Very short rides should be taken at first, a half mile to a mile being enough for three or four times, then increasing gradually till at the end of six weeks eight or ten miles will be ridden with surprising ease and without danger. After a ride, be careful of draughts until a change of clothing is made, as one most easily takes cold when the pores are opened by stimulating exercise.

Remarkable cures of sick headaches, indigestion, and other troubles, brought on by inertia, have already been made by judicious riding, and the sooner our lady friends can be induced to use this best of physicians the longer we shall have them with us.

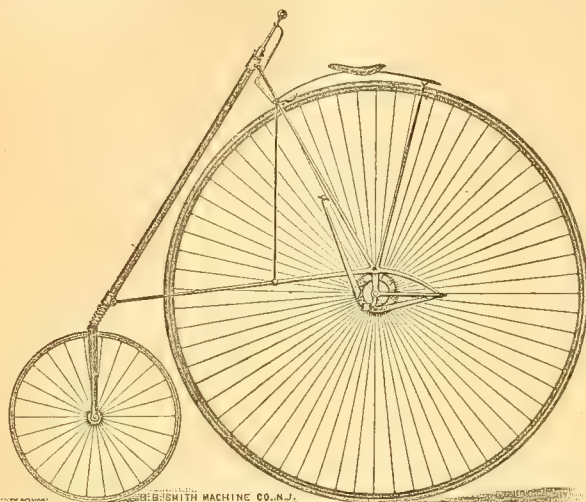
W. B. EVERETT.

BOSTON, 16 July, 1883.

Editor Bicycling World:—I wish you would give me space in your paper to explain the position of Brockton on the Star question, as it seems to be misunderstood at present. In the first place, it should be understood that there is but one Star in this vicinity (my own), and that it seems to attract more attention from all classes of people than did the first "bike" here four or five years ago. This being the case, it was thought by the committee that a race between riders of this curiosity would be a novelty, and, consequently, attract a crowd to see it, and there was even talk of races for Extraordinary and Facile machines, but it was decided that they would not be practical for us now, and, accordingly, the Star and tricycle races were the only novelties admitted to the programme, as we knew where we could find riders to make both of them very interesting exhibitions.

We have obtained the League sanction to our races, 3 October, in order that there should be no one disqualified by competing in them, and we propose to conduct our tournament on a square basis in every way, and do not see where we are in error yet. We have a two-mile race, and, in addition to that, we have, to quote from our preliminary circular, a "two-mile dash for Star bicycles, for prizes valued at \$40, \$25, \$15." This is every word that we have said about this race heretofore, but I will say now, that while we offer a race for Stars, we do not say "for Stars only"; but we should consider it a very great stretch of the "eternal fitness of things" for a crank rider to insist on our accepting his entry for the Star race, when we had, in another place, offered prizes for the same distance, with no intimation that any particular make of machine was expected to

SPECIAL IMPROVED AMERICAN STAR BICYCLE.



THE STAR VICTORIOUS AT COREY HILL.

At the hill-climbing contest at Corey Hill, Brookline, Saturday 27 August, under the auspices of the Boston Bicycle Club, and open to all amateurs, *Mr. Burt Pressy on a Star was the only one of the ten competitors to reach the top.* The following shows the distance ridden by each competitor :

Burt Pressy, 2,300 feet, on American Star.

W. W. Stall, 2,100 feet, on Victor Tricycle.

A. B. Prince	900 feet, on Ordinary Bicycle.		
H. W. Smith	898	"	"
J. S. Dean	895	"	Victor Tricycle.
Thomas Midgley	890	"	Ordinary Bicycle.
G. Freeze	888	"	"
L. W. Morse,	885	"	"
C. H. Wilkins	870	"	"
C. L. Clark	450	"	"

STALL & BURT, AGENTS,

Also Agents for VICTOR TRICYCLE and SANSPAREIL BICYCLE.

**509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.**

The Harvard Special Bicycle

Retaining the good qualities of the well-known

" HARVARD, "

Is still improved by the application of dropped, detachable handle bars, the isolated saddle spring, the easiest riding spring in the market, the adjustable step, and the semi-hollow diamonded rear fork and improved bearings, and is the most rigid and durable road machine in the market.

Send three-cent stamp for illustrated catalogue.

THE CUNNINGHAM CO.

Odd Fellows' Hall - - - BOSTON, MASS.

compete. I do not expect any gentleman will try to enter a crank machine in the Star race, but should such an entry be made, I should not feel at liberty, on my own responsibility, to reject it. As the entries to all our races are to be made to me, I think I can safely say that at Brockton there will be no trouble about the Star.

HOLMES.

BROCKTON, MASS., 7 September, 1883.

RACING NEWS

OID, MICH., 24 August. — Tournament of Ovid Bicycle Club: C. H. Smith (1), 3.18½; H. E. Baldwin (2); A. C. Adams (3). Half-mile: Chas. Kudner (1), 1.37½; W. C. Marvin (2), 1.40. Half-mile for Stars: J. A. Worthington (1), 1.44½; A. W. Ives (2), 1.46½. Half-mile for those who never won a prize: H. Tillotson (1), 1.40. Slow race: C. H. Smith (1). Obstacle race: M. A. Marshall (1). Fancy riding: C. H. Smith (1). Mr. DeCamp gave a reception to the wheelmen in the evening.

MERCER, PA., 7 September. — Half-mile: G. L. Robinson (1), Geo. Grundy (2), C. B. Shrom (3). Slow race: Shrom (1), M. Ormsby (2). Mile: Grundy (1), Shrom (2), Robinson (3). Fancy riding: J. W. Eberman (1), P. French (2). Two-mile: Grundy (1), Robinson (2), Shrom (3). Five-mile: W. H. Harrison (1), Robinson (2), Grundy (3); 19m. 45s.

LAWRENCE, KAN. — Five-mile: Louise Armaindo (1), 2.13; T. W. Eck (2). Horse vs. Bicycle: L. Armaindo, three-fourth mile (1), 2.50½; horse, one mile (2). Amateur, one mile: Murphy (1), 3.49; J. Brown (2).

NEOSHO FALLS, KAN., 7 September. — One-mile: T. W. Eck (1).

NEOSHO FALLS, KAN., 8 September. — Twenty miles: Louise Armaindo (1), 1.27.43; T. W. Eck (2).

ON Wednesday, 10 October, the New Haven Bicycle Club will hold its fourth annual fall races and State tournament. It will make every effort to have the largest meet ever held in the State of Connecticut. The prizes are valuable, and will cost about \$700, and the events are so arranged as to give satisfaction to all contestants.

PROGRAMME.

1. One-mile race for riders who have never beaten 3.20.
2. One-mile club championship (for club members only), in heats, best two in three.
3. Two-mile scratch race for amateurs.
4. Second heat club championship.
5. One-mile combination race
6. Three-mile amateur State championship.
7. One-half-mile, without hands.
8. Third heat club championship.
9. Ten-mile handicap (amateur).

10. One-half-mile consolation race.

11. One-mile horse vs. bicycle.

There will be a grand parade in the forenoon at 10.30. The races will be held in Hamilton Park, at 2.30 P. M., and club drills and fancy riding in the New Haven Skating Rink, on Dwight street, in the evening. Everything points to a successful tournament and a large muster. The New Haven Bicycle Club desires to extend a cordial invitation to wheelmen everywhere to be with it on 10 October. Those of our readers who go to Springfield should look up the New Haven Club, and obtain full particulars from its members.

AFTER Springfield comes Philadelphia. The wheelmen of the Quaker City are making preparations for a grand event, and wish to see some of our racing men. The parade will take place in Fairmount (West) Park, and a collation will be served at the conclusion. The following special rates have been made by the hotels:—

HOTELS.	REGULAR RATES.	REDUCED RATES.
Lafayette, Broad & Sansom sts	\$4 00-5 00	\$2 50-3 00
St. George, Broad and Walnut	4 00	2 50-3 00
Continental, 9th and Chestnut	3 00-4 00	.....
Colonnade, 15th and Chestnut	3 50	3 00
Girard, 9th and Chestnut....	3 00	.....
St. Cloud, Arch, above 7th....	3 00	.....
Plumer's Am., Chestnut & 5th	2 50-3 50	2 00
Wash'ton, Chestnut, above 7th	2 50	.....
Bingham, 11th and Market....	2 50	.....
Guy's (European).....	1 00-2 00	.....
Merchants', 4th and Arch....	2 00	.....
Irving House, 917 Walnut.....	2 00	.....

MEMBERS of the reception committee, who will be recognized by an appropriate badge, will meet all incoming trains on the afternoon of the 28th and the morning of the 29th (until 10 o'clock), and will be ready to escort all arrivals to the storage rooms at Horticultural Hall, Broad street, below Walnut.

THE Boston Bicycle Club and the Boston Ramblers will amalgamate for the purpose of a race meeting, at Beacon Park, Saturday, 29 September. The following is the programme. One and five-mile Boston Ramblers championship. Three-mile scratch, open to all amateurs. Twenty-mile championship Boston Club. Entrance fee to open race, \$1.00. Entries close with J. S. Dean, 8 Pemberton square, Wednesday, 26 September.

PROGRAMME of races at Albany, 26 September: Preliminary one-mile ride and run. First trial heat of one-mile race. Second trial heat of one-mile race. First trial heat of two-mile professional race. Final heat in one-mile race. Second trial heat of two-mile professional race. Three-mile race. Wilmot and Alden. Five-mile club championship race. Final heat of two-mile professional race. One-mile consolation race.

IN a bicycle race at Springfield, Ill., 12 September, W. M. Woodside was violently thrown to the ground, breaking his left arm in two places.

It is reported that Mr. Adams, winner of the last Facile twenty-four-hours' competition, intends starting this week to ride from John o' Groats to Land's End, and, if possible, to beat the record made by Mr. Lenox on the ordinary.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of 'cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of 'cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for 'cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. L. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

FIXTURES

Tuesday, 18 September:

First day of Springfield Club tournament.

Wednesday, 19 September:

Second day of Springfield Club tournament.

Races at Detroit, Mich., to-day and to-morrow.

Thursday, 20 September:

Third day of Springfield Club tournament.

Race meeting at Des Moines County agricultural fair.

Saturday, 22 September:

Boston Bicycle Club, 2 P. M., run to West Roxbury via Hammond street.

Sunday, 23 September:

Tremont Bicycle Club, 9.30 A. M., to Cobb's.

Wednesday, 26 September:

Albany Bicycle Club races.

Saturday, 29 September:

Maryland Bicycle Club, run to Philadelphia.

Race meeting of Germantown and Pennsylvania Clubs.

Boston Bicycle Club, twenty-mile championship race, at Beacon Park, 4 P. M.

Fifth annual meet of Philadelphia wheelmen.

First annual meet of Pennsylvania Division L. A. W.

Newton Bicycle Club, Trinity square, 4 P. M., run to Milton.

Lawrence L. E. C. W., race meeting.

Boston Ramblers, two and five-mile championship, at Beacon Park.

Boston Bicycle Club and Boston Ramblers, three-mile, open, Beacon Park.

Sunday, 30 September:

Tremont Bicycle Club, 2.30 P. M., to Echo Bridge.

Wednesday, 3 October:

Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Brockton, Mass., bicycle and tricycle races.

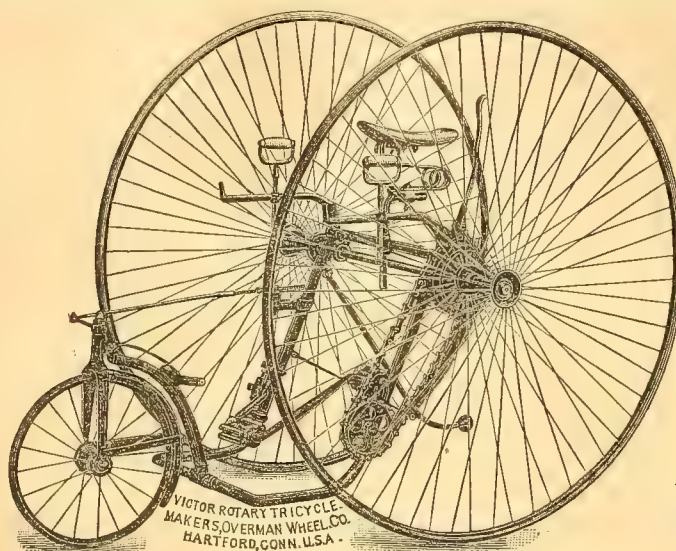
Boston Bicycle Club, 9 A. M., to Brockton.

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.

Wednesday, 10 October:

New Haven Bicycle Club, fourth annual tournament and race meeting.



VICTOR TRICYCLES

Were ridden by all the winners in the great Boston 18-mile road race.

THE RECORDS WERE:

1st. W. W. STALL, 1 h., 27 m., 45 sec. 2d. W. H. EDMANDS, 1 h., 31 m., 30 sec.
3d. J. S. DEAN, 1 h., 35 m., 25 sec. 4th. F. MORRIS, 1 h., 37 m., 20 sec.

"Corey Hill," Boston, up which no tricycle had ever been ridden, was climbed by W. W. Stall on a Victor Tricycle.

C. E. Heath rode a Victor Tricycle from Boston to Chicopee July 31 and Aug. 1. Actual riding time, 14 hours 7 minutes. Distance by road about 125 miles.

These records prove that the Victor Tricycle is both staunch and speedy, and that as a practical road machine it is a great success.

Illus. Catalogue, 3 cents.

Cabinet Photo, 15 Cents

OVERMAN WHEEL CO. - - - HARTFORD, CONN.

THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short **Coat** or **Cape**, covering the body but not interfering with wheel. **Leggings**, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. **Cap Cover** or **Hat**; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a **Saddle Cover**, with which machine may be exposed to rain and saddle remain dry. A **Double Heavy Cover** is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and **EASIEST RUNNING** machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,

509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

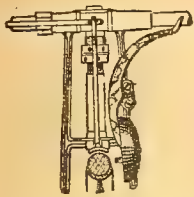
E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 28 SEPTEMBER, 1883.

Volume VII.
Number 21.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.
**IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.**

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

Now Ready for Delivery.

Tricyclists' Indispensable Annual FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.,

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use, over 250 in number.

Price, post-paid, 65c. A liberal discount to the trade.

Sole Agents in the United States for ILIFFE & STURMEY's publications.

OVERMAN WHEEL CO.,

66 STATE ST., HARTFORD, CONN.

ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. **STICK BY MAIL.**

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Layton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

— FACTORIES. —

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,)

THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

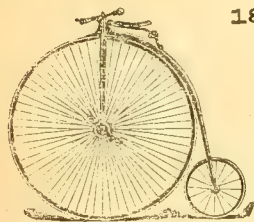
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

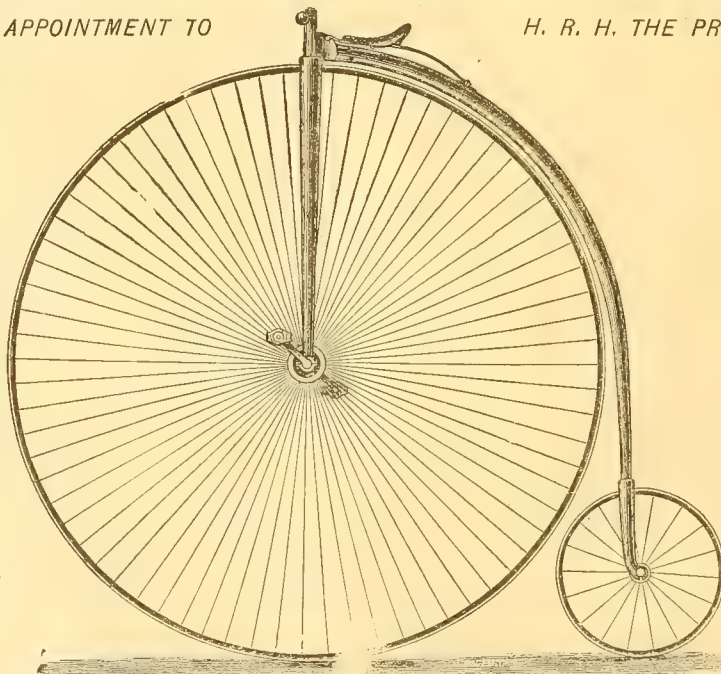
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—
"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

—BY—

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.
ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 28 SEPTEMBER, 1883.

CONTENTS

Editorial: Springfield; Notes	271
Patents	272
Springfield Tournament: Races, 273; Parade, 276; Fireworks, 276; Club Drill, 276; Camp, 279; Exhibition, 279; Notes, 280-273-280	
'Cycling Institutions: L. E. C. W.; L. A. W.	280
Currente Calamo	281
Wheel Club Doings	283
Notes, Queries, Etc.	283
Fixtures	283

SPRINGFIELD.

LAST week the eyes of the 'cycling world were turned toward Springfield. Now the mind reverts to it with pleasure. The great camp-meet has passed into history with success for its record. The most sanguine hopes of the entertainers and guests have been realized and the affair will long live in the memory of those who were so fortunate as to be present as an important event in their lives. The managers were favored with three days

of as perfect weather as they could have hoped for and everything went off in accordance with the prearranged plan. There was no jar, no friction, nothing to throw a spell over the proceedings, and the managers can be congratulated upon the successful issue of their venture.

It was very refreshing to notice how the people of Springfield supported the club. The schools closed, the banks suspended business early every day, and on the occasion of the parade there was a general closing of the business houses. The freedom of the city was accorded the man in small clothes and a cordial welcome greeted him on every hand. More substantial backing was shown by the attendance at the park, the total sales of tickets amounting to upwards of \$20,000. We think it safe to say that no other city in the country would do for wheelmen what Springfield did last week.

The wheelmen have few but pleasant memories of Springfield, but there was a drop of bitterness in the cup of happiness thrown in by the local press. The Springfield people are, naturally enough, proud of the reputation of their local favorite, and outsiders can afford to look with complacency on their adulation of the hero. We can excuse the outburst of feeling which leads the dealer to label his goods as "Hendee Shoes" or "Hendee Overcoats," but there is no necessity for crying down one man to build another up. Nearly every man who was brought into close competition with Hendee had to submit to the slurs and innuendoes of the Springfield press, and much indignation was expressed by wheelmen at this state of things. Mr. Robinson came to us from England to engage our racing men, and he was entitled to the best of treatment at our hands. And yet he was ridiculed and slurred by the papers, who saw in him the foremost rival of the champion. Mr. Midgley did not escape the fire, and many others have cause to complain. Mr. Hendee is a good fellow, who wears his well-won honors modestly, and we believe he would be the last man to countenance these things. He should pray to be saved from his indiscreet friends of the press.

It matters not how long or loud you may talk, nor what logic you use, but you cannot make the average man believe that the professional races were not

"fixed." We should be sorry to think that our sport is sinking to the level of the crooked horse-racing and boat-racing that we hear so much about, and yet we must admit that there are good reasons for believing that all was not straight at Springfield. Robert James stands in the front rank of English racing men. He has met and beaten their best riders. John Keen, the veteran, does not often take second place, and if not the fastest man in England to-day, he is not far from it. John S. Prince is a wonderfully good rider, and has held our championship for several years; and yet, with this strong team in the field, the sporting men were betting on Higham. Why? In a square race Higham would stand little chance against such a field, but he proved to be the winner in this, and those inside the ring knew that he would win and placed their money on him.

THE meet was distinctly a triumph of American 'cycling, and should conclusively show the sport has advanced. It proved that we are able to promote and carry out in this country a race meeting which will vie with any ever held in the older countries. It has shown us that though our records are not quite as fast as English ones, we have riders who are well able to maintain the honor of the country and compete successfully with any one England may send to this country. With equal facilities we do not doubt that some of our riders would prove a match for England's fastest races. The success of the Star was also a triumph of a purely American machine, and is gratifying to all patriotic wheelmen.

THERE was one incident of the meet which deserves more than a passing notice. When Midgley, in the 25-mile race, found it necessary to change machines on account of a broken spoke, Mr. Corey, though all ready to start on his attempt at record-breaking, immediately, and, without hesitation, gave up his machine to his old rival. It was one of the most unselfish acts we ever witnessed on the path. One of the strongest arguments made against racing has been that it breeds ill feeling and jealousy. This act of Corey would seem to prove conclusively that some racing men's hearts are in the right place. We are sure no one will begrudge Corey the honor he has secured by his successful ride against time.

It seems to us that the League has put itself into a queer position in the stand which it has taken regarding the payment and credit of dues. It announces that all dues shall be credited to the State from which they are sent, no matter whether the applicant be a resident of the State or not. Thus, if A. lives in Providence and belongs to a club in New Bedford, his dues will go from the club to the Massachusetts Division treasurer, and he will be given League recognition in Massachusetts. He cannot hold office in Rhode Island, because he does not belong there, and he would hardly be chosen as an officer of the Massachusetts Division. Now suppose fifty men to follow A.'s example, and we shall see another representative given to Massachusetts on the strength of its Rhode Island membership and, per contra, Rhode Island denied her just representation. Many wheelmen in other States belong to the Boston clubs for social reasons, and in many cases they do so because there are no clubs in their vicinity. When these are credited to the Massachusetts quota, her voting force is increased at the expense of the smaller community. This matter was brought up and decided at the meeting of the League officers in Springfield. There was hardly time for a well-digested consideration of the subject, and the officers took the position which then seemed to them to be the best. We hope to see a better adjustment of the matter at the next League meet, and in the meantime the question can be considered by those who have an interest in it.

The privileges and courtesies to be extended to unattached 'cyclers by clubs and others promoting meets and parades has received in times past much attention. The question again comes up for consideration in connection with the Pennsylvania meet to-morrow. It would seem from the letters of our correspondents that there are two views held by those directly interested in the success of the meet and parade. The feeling is somewhat heightened by a *lapsus calami* in the circular issued by the promoting clubs, which reads, in effect, that all unattached and non-League members will be excluded from the parade. The conjunction "and" should, it is claimed, have been omitted, as it was not the intention to exclude club members, but only those not connected with either League or club.

The reason for this exclusion was owing to a desire on the part of the committee in charge to make as creditable a showing as possible, and to exercise the privilege which all hosts have in limiting the number of their guests. A little spread is to be provided, and the committee deemed it advisable to shut out those who do not either directly or indirectly contribute to the expense, or bear any of the burdens incident to the entertainment. Those who entertain a different view claim that the meet is distinctly a League affair, and that it has always been the policy of the League to invite all to participate in its parades; that the discrimination will tend to breed ill feeling, and that one of the objects of the meet, which is to induce new members to join and partake of its benefits, will be lost. The primary and only legitimate objects of a parade of wheelmen is to show the numerical strength of 'cycling, either nationally or locally. This being so, it would seem suicidal to debar any one who rides a wheel. On the other hand, it is doubtful whether some of the young, ill-dressed, and unskilful riding unattached contribute much to the general effect of a parade upon the mind of the public. In the early days of 'cycling, riders, as a rule, affiliated with some club for companionship and protection. It was the natural outgrowth of a young and exclusive sport. In localities where the number of riders of the bicycle and tricycle are large, the need of clubs is less felt and the number of unattached riders increases daily and soon out-numbers those who belong to any organization. Such being the fact, it will be seen that there are many unattached who are an honor to the sport and to the communities in which they live. It does not follow, by any means, that all the good riders are club and League members and all outsiders are not entitled to every courtesy and attention given to others. The line of policy depends much upon the general character of the riders in the locality, and promoters of parades are, perhaps, the best judges of what limits they will make in extending invitations. Looking at this particular case from a League standpoint, we do not care to express, at this time, any opinion, as we presume the officers of that organization are well able to manage their own affairs with wisdom and consistency. But if we look at the matter on general principles, we should

say that if the parade is intended to be one of wheelmen for the purpose of showing to the public the extent and influence of our sport, every rider should be permitted to fall into line. If in any case a special entertainment is to be provided, cards of invitation could very properly be issued to those whom it was desired to have participate. If the parade is a club or League affair, and intended to illustrate the strength of particular organizations, all others would be rightfully debarred from participation. In such a democratic country as this class distinctions cannot be drawn too sharply without creating trouble.

THE annual fifty-mile road race indulged in by the tricyclists of England proved this year to be a fizzle in many respects. The police got wind of the affair, and, stopping some of the contestants, secured their names for future use. It certainly is a question worth considering whether road racing is politic. We certainly do not want our wheelmen to come in conflict with the police. But, looking at the question from a purely American standpoint, we anticipate no bad results from a few contests on the highways. The number of entries will be fewer, and, on account of the roads, the pace will be slower. The only contest of this kind that we are aware of is the 100-mile race of the Boston Club next week, Saturday. If there is any evidence of interference with the public use of the highways in this contest, we shall not hesitate to use our influence to discourage road racing in the future.

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for THE WORLD by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 284,509. Velocipede. Joseph J. Stassen, Euston Road, London, England. A front-steering tricycle.

No. 284,612. Tricycle. Robert H. Charsley, Oxford, England. A rear-steering, lever movement tricycle.

No. 284,781. Velocipede. Charles F. Waldo, New York, N. Y. A driving wheel of peculiar construction, radically differing from the one in ordinary use.

No. 284,782. Tricycle. Albert E. Wallace, Hartford, Conn., assignor to the Pope Manufacturing Company, Boston, Mass. A variable speed gear attachment for tricycles.

The Springfield Tournament.

FIRST DAY, 18 SEPTEMBER.

THE sun shone bright and warm on the morning of the first day, and dried the track so that it was in excellent condition. The weather was perfect, though a trifle cool for racing; and the strong wind down the back stretch did not favor remarkable time. About 8,000 people paid admission at the gate, and, with the crowded stands, flags and decorations, tents and bands, the park presented a scene never to be forgotten, as, at 2 20 P. M., the first race was called.

ONE MILE, 3.20 CLASS.

Out of thirty-two entries only eighteen started, but these filled the entire space between the judges' and grand stand. A good start was made, though C. S. Stevens took a header at the start, and withdrew. The men gradually stretched out in a long line, but closed up somewhat near the finish. Prince drew away and came in a winner by a second. A. B. Prince, Pittsfield, (1); H. W. Smith, Worcester, (2); Wesley Barton, Springfield, (3). Time, 3m. 05 $\frac{1}{2}$ s., 3m. 06 $\frac{3}{4}$ s. Barton one length behind.

The next race called was the

ONE-MILE TRICYCLE RACE

for the championship of the United States and a gold medal valued at \$200. There were nine entries, but the following only faced the starter: Geo. H. Fowler, New Haven, American Roadster; A. G. Powell, Philadelphia, Victor Rotary; W. W. Stall, Boston, Victor Rotary; C. D. Vesey, London, England, Coventry Rotary, and L. H. Johnson, Orange, N. J., Victor Rotary. Fowler started off with the lead, but at the quarter pole, had lost all, and shortly after retired. Vesey here passed Stall and ran into second place; at the half-mile pole Vesey was passed, and at the three-quarter pole Johnson ran into second place. Stall and Powell made a very pretty race down the homestretch, but the Boston man was the quickest, and crossed the tape first, breaking the record by 59s. W. W. Stall (1), A. G. Powell (2), L. H. Johnson (3). Time, 3m. 33s., 3m. 34 $\frac{1}{2}$ s. Johnson, a length and a half in the rear. The best previous record was held by W. B. Everett in 4m. 32s. The tricycle ridden by Stall had 46-inch wheels, geared up to 56-inches.

TEN-MILE AMATEUR RACE

for championship of the United States, was the next event on the programme; and as the famous racing men appeared on the track a buzz of excitement ran through the crowd. Hendee was the first to appear and received a perfect ovation. This race brought together the best men in the country, and there was a good deal of speculation as to the result. The pools sold were in favor of Hendee, with Robinson as second choice. The starters were ranged side by side as follows: Midgley, of Worcester (pole);

Jenkins, of Louisville; Robinson, of London; Vesey, of London; Hendee, of Springfield; Frazier, of Smithville, N. J.; Corey, of Boston; Pettus, of New York; Low and Ross, of Montreal. It was the finest field of starters we ever saw; and as the pistol was fired, the eight riders dashed forward almost together. Vesey soon rushed to the front, with Robinson second, Hendee third, and the others close up; this order was maintained at the three-quarter pole, when Frazier, on his Star, drew up to second place. The first mile was made in 3m. 16 $\frac{3}{4}$ s., with Vesey first, Frazier second, and Robinson third. No material change occurred on the second mile, except that Jenkins displaced Robinson and secured third place. Mile after mile was ridden and Midgley, Vesey, Pettus, Corey, and Hendee each rushed to the front. As the bell rang for the last mile, the order was Hendee, Robinson, and Jenkins. As the men dashed off the excitement was intense, every one was shouting, and the result was very doubtful. On entering the straight, Hendee still led and the Springfielders were delighted. Robinson was spurring well, and Corey looked a likely man for second place, but they crossed the line in the above order, not a length between them. Geo. M. Hendee (1), A. H. Robinson (2), H. D. Corey (3). Time, 33m. 43 $\frac{1}{2}$ s., 33m. 44s. The prize was a gold medal, valued at \$300. The following are the miles and leaders:—

1.	Vesey.....	3m.	16 $\frac{3}{4}$ s.
2.	".....	6m.	36 $\frac{3}{4}$ s.
3.	Midgley.....	10m.	02s.
4.	Vesey.....	13m.	27 $\frac{3}{4}$ s.
5.	".....	16m.	57 $\frac{3}{4}$ s.
6.	Pettus.....	20m.	29s.
7.	H. D. Corey.....	23m.	55 $\frac{1}{2}$ s.
8.	".....	27m.	33 $\frac{3}{4}$ s.
9.	G. M. Hendee.....	30m.	45s.
10.	".....	33m.	43 $\frac{1}{2}$ s.

ONE-MILE RIDE AND RUN.

This race was not particularly interesting, and out of six entries, W. J. Landen, Jr., of Springfield, Burt Pressy, of Smithville, N. J., and Harry W. Smith, of Worcester, were the only starters. The men ran the first quarter close together. At the quarter pole Pressy mounted much quicker than the others, and virtually won the race here. At the one half mile Landen fell in dismounting, and lost second place. Pressy (1), Smith (2), Landen (3). Time, 4.34 $\frac{3}{4}$, 4.38 $\frac{3}{4}$. Prizes, first, gold watch; second, diamond ring; third, French plate mirror.

ONE HALF-MILE DASH.

Twelve starters, C. D. Vesey, S. J. Mills, Geo. Thackery, E. P. Burnham, J. W. Crocker, Jr., W. G. Ross, W. R. Pitman, A. Dolph, E. Pettus, F. J. Miller, C. F. Stevens, and A. H. Robinson. Robinson led from start to finish. Robinson (1), Burnham (2), Ross (3); 1.25, 1.25 $\frac{1}{2}$. Prizes, first, silver nut-dish; second, diamond collar-button; third, seal ring.

TWO-MILE HANDICAP.

Out of sixteen entries but twelve mounted at the scratch. The following were the entries and the starts: E. P. Burnham, scratch; Chas. Frazier, 1s.; A. G. Powell, 4s.; W. C. Palmer, 4s.; A. Dolph, 4s.; A. B. Prince, 6s.; W. R. Pitman, 12s.; Chas. S. Fisk, 12s.; C. H. Chickering, 12s.; J. S. Lynch, 14s.; John Tacy, 14s.; Alan Arthur, 16s.; C. A. Bowerman, 27s.; N. P. Tyler, 32s. The handicapping in some cases was very fair, but the men were not brought together well at the finish. Burnham gradually drew up, and passing his men, came in a winner by a length. Burnham, scratch (1), 6.36; Fisk, 12s. (2), 6.36 $\frac{1}{2}$; A. B. Prince, 6s. (3), 6.40 $\frac{3}{4}$. Burnham's actual time was 6m. 4s., which breaks the record for that distance by ten seconds, and takes it away from Frank Moore.

TWO MILE CLUB RACE.

Hendee and Fisk were the only starters. The former took the lead, and Fisk soon retired. Hendee tried to break the record, but failed, as it took him 6m. 17s. to cover the two miles.

TWENTY-MILE HORSE AND BICYCLE RACE.

This race was rather monotonous, and but for the running of Keen would have been devoid of interest. Berte LeFranc used ten horses, and the bicyclists were Prince, Higham, Morgan, and Keen, who alternated each mile. At the end of the third mile the horses had gained about one eighth mile, and continued to gain until about the seventh mile, when the bicyclists gained and made up lost ground, finally winning the purse of \$500 by three eighths of a mile in 1h. 2m. 9 $\frac{3}{4}$ s. The following are the times by miles:—
1, 3.12; 2, 3.01; 3, 3.07 $\frac{1}{2}$; 4, 2.55; 5, 3.14; 6, 3.04 $\frac{3}{4}$; 7, 3.10 $\frac{3}{4}$; 8, 2.58 $\frac{1}{2}$; 9, 3.16 $\frac{3}{4}$; 10, 3.04; 11, 3.10; 12, 3.00; 13, 3.07 $\frac{1}{2}$; 14, 3.04; 15, 3.11 $\frac{3}{4}$; 16, 2.58 $\frac{1}{2}$; 17, 3.12 $\frac{3}{4}$; 18, 3.04 $\frac{3}{4}$; 19, 3.09 $\frac{3}{4}$; 20, 2.52 $\frac{3}{4}$. The 4th, 8th, 16th, and 20th were made by Keen.

THE SECOND DAY.

About 23,000 people attended the races, and the crowd was even more excited than the spectators of the day previous. With scarcely a breath of wind, and the track in good condition, it was evident that some records would be lowered. For the professional race the betting was in favor of Prince. The races were called, as usual, quite promptly, and everything moved without friction.

ONE MILE WITHOUT HANDS.

There were five entries for this race, but Pressy, Jenkins, and Fisk were the only starters. At the report of the pistol Pressy on his Star took the lead, but Jenkins almost immediately, took first place, Pressy again crawled into first place, and crossed under the wire first in remarkable time for such a race, with Jenkins second and Fisk a bad third.

Burt Pressy (1), C. H. Jenkins (2), C. S. Fisk (3). Time 3m. 11s., 3m. 11½s. First prize, picture; second, Rogers group; third, berry-dish.

TWO-MILE SCRATCH.

This was a good race, and caused a great deal of excitement, as the result was very uncertain, even within a dozen yards of the finish. There were thirteen entries, but Ross, of Montreal, Frazier, of Smithville, Dolph, of New London, O., Prince, of Pittsfield, Corey, of Boston, Robinson and Vesey, of London, were the only starters. Dolph rushed off with the lead, and the others followed in single file but gradually began to bunch up. Corey soon took the lead, and was setting a good pace, crossing the scratch at the end of the first mile in 3.01½, with Robinson second, Vesey third, and the others close up. No material changes took place, and the riders came down the homestretch at a rattling pace, amid intense excitement. Corey still maintained a slight lead, but Robinson made an elegant spurt, and crossed the tape a winner, breaking Burnham's record made the day before.

A. H. Robinson (1), H. D. Corey (2) C. D. Vesey (3). Time, 6m. 2½s. Vesey about a length behind. First prize, picture; second, plaque; third, Goethe's works.

TEN-MILE HANDICAP.

This race brought to the mark eleven starters, as follows: A. H. Robinson, scratch; C. D. Vesey, 15s.; E. P. Burnham, 27s.; W. C. Palmer, 1m. 15s.; John Tacy and Henry J. Hall, 1m. 30s. each; Robert F. Way, H. J. Redfield, C. S. Stevens, C. H. Chickering, and J. L. Strong, 1m. 35s. each. As Robinson sat upon his machine after all the other riders had been despatched, the crowd cheered him lustily, but, on the third mile, he found the handicapper had given him a hopeless task, and he retired. Burnham was gradually overhauling his men, and Chickering was doing good work on his Star. Burnham, however, caught and passed him, but Chickering hung to his hind wheel. Palmer had a broken spoke, but kept riding his clattering courser. The interest was all centred on Burnham and Chickering, and, as they crossed the line for the last mile, Chickering passed Burnham on the inside and the latter immediately claimed a foul. It was nip and tuck for the full mile, and the finish was so close that, for a moment, the crowd forgot to yell until they became aware that Burnham had won, when yell upon yell rent the air.

E. P. Burnham, 35s. (1); C. H. Chickering, 1m. 35s. (2); W. C. Palmer 1m. 15s. (3). Time, 32m. 48½s. Palmer distanced. Burnham's actual time was 32m. 13½s., which breaks the best American amateur record, which was 33m. 34s. First prize, Rudge racer; second, gold stop watch; third, gold watch.

TUG-OF-WAR RACE.

This race was for teams, three riders

from each club, the distance being two miles. The Springfield, Newton, and Meriden Clubs were the only ones who competed. Hendee, Corey, and Burnham took the lead, but Fisk ran into third place, and they finished in that order. The Springfield Club, making the best average, won first prize, and the Newton Club took second. Hendee made the two miles in 6m. 2½s., or ½s. slower than the record.

THE FIVE-MILE COLLEGE

race for a \$500 silver cup brought to the scratch, A. D. Clafin, Harvard; W. R. Crawford, Yale; Lewis Hamilton, Yale; and F. W. Williams, Amherst. Crawford took the lead at the start, the others close up, but Williams gradually dropped to the rear, and was soon out of it. This order was continued until the last part of the second mile, when Clafin went to the front, but just entering the third mile Hamilton took first place and held it for three-fourths of a mile, when Harvard's man again set the pace. Crawford, however, soon rushed ahead, but on the last mile, Hamilton again went to the front, and Crawford gave up. Clafin now spurred, and, despite of Hamilton's efforts, won easily.

A. D. Clafin (1), Lewis Hamilton (2), W. R. Crawford (3). Time, 16m. 48s., 16m. 52s.

TWENTY-MILE AMATEUR RACE.

This was announced on the programme as the race for the "Pope cup," but just before the race started, President Ducker announced from the judges' stand that the cup had been "withdrawn," and that the race would be run for a cup offered by the club. As the company did not withdraw the cup, we do not see why the club should have done so. Jenkins, Midgley, and Hendee were the only starters, and the last two were soon the only competitors, as Jenkins withdrew on the third mile. Both Hendee and Midgley alternated in the lead, and nothing of interest occurred until the last mile, when, at the three-fourths pole, Hendee drew away and won by ten yards. The crowd became so excited that the spectators crowded on the track, and as Hendee crossed the tape he ran right into the crowd and was thrown from his machine and picked up senseless. Midgley followed and ran over Hendee. The races were postponed at this stage until Hendee had recovered sufficiently to appear in the judges' stand and satisfy the residents of Springfield that their pet still lived.

The following is the time for miles:—

1. Hendee	3m. 9½s.
2. " "	6m. 19½s.
3. " "	9m. 33½s.
4. Midgley	12m. 47s.
5. Hendee	16m. 1s.
6. " "	19m. 31s.
7. " "	22m. 52½s.
8. Midgley	26m. 15s.
9. Hendee	29m. 42s.

10. Midgley	32m. 57½s.
11. " "	*36m. 7½s.
12. " "	*39m. 34½s.
13. " "	*43m. 6s.
14. " "	*46m. 38½s.
15. " "	*50m. 16½s.
16. Hendee	*53m. 29½s.
17. " "	*56m. 54½s.
18. " "	*60m. 39s.
19. " "	*64m. 23½s.
20. " "	*67m. 32s.

TEN-MILE PROFESSIONAL HANDICAP.

There were nine starters in this race. The handicaps were not published, but we believe they were as follows: John Keen, Surbiton, England, scratch; John S. Prince and H. W. Higham, Washington, 5s.; Robert James, Birmingham, England, 25s.; Neilson, 40s.; W. J. Morgan, Montreal, 5s.; C. J. Young, Boston, 1m. 5s.; F. S. Rollinson, Boston, 1m. 20s.; Oscar E. Kline, 1m. 30s., Prince, Higham, and James, however, refused to accept the starts, and insisted on starting from scratch with Keen. Rollinson soon dropped out. Kline was out of it from the start. Young was caught by the scratch men in the first quarter of the third mile, and Morgan was caught just before the finish of the third mile. On the first half of the fourth mile Neilson got on to Kline's back wheel. At the fourth mile the leaders were all bunched, Prince leading, Higham second. At the fifth mile the order was: Higham, James, Prince. On the sixth mile Neilson fainted and fell on the back stretch, and was brought to the dressing tent in an insensible condition. Morgan led the seventh mile, the others all bunched together. Entering the last mile, Higham led, but at the quarter pole Keen went into first place, and the order, until the three-quarter pole was reached, was Keen, Higham, James, Prince, Morgan, and Young. On entering the straight the men were almost neck and neck, but about one hundred yards from the finish Prince dashed ahead and crossed the tape first. Prince (1), James (2), Keen (3), Higham (4). Time, 31.06½, 31.07½. The time by miles for the leaders were as follows:—

1. Keen	3m. 02s.
2. James	*6m. 07½s.
3. Keen	*9m. 06½s.
4. Prince	*12m. 14½s.
5. Higham	*15m. 24½s.
6. " "	*18m. 36s.
7. Morgan	22m. 55½s.
8. Keen	*25m. 03½s.
9. Higham	*28m. 14s.
10. Prince	*31m. 06½s.

THIRD DAY.

Again the clerk of the weather was in a kindly mood, and everything was favorable for the racing men. About 15,000 people witnessed the races, and saw records made that will stand for many a day. At 1.45 P. M. Wilmot and Sewell gave a remarkable exhibition of difficult feats, and Burt Pressy showed off the capabili-

* Beats record.

ties of the Star in a clever manner. A young man rode down past the judges' stand on "Jumbo," which is almost as clumsy as its namesake. At 2.15 the

ONE-MILE SCRATCH RACE

was called, and the following flyers took their positions. Ross, Dolph, Robinson, Vesey, Frazier, Hendee, and Corey. Hendee led from the start to the three-quarter mile pole, the others all close up. Coming down the homestretch Corey, Robinson, Frazier, and Ross drew up, and when about one hundred yards from the finish, Hendee eased up and the others passed him. Corey put on a brilliant spurt and passed under the wire a holder of the one mile record. Corey (1), Robinson (2), Ross (3). Time, 2.51 $\frac{1}{2}$, 2.52. Ross but a length behind.

$\frac{1}{4}$ Hendee.....*.42 $\frac{2}{5}$
 $\frac{1}{2}$ ".....*1.24 $\frac{1}{5}$
 $\frac{3}{4}$ ".....*2.11
 1 Corey.....*2.51 $\frac{1}{2}$

Prizes, gold chain and charm; second, diamond L. A. W. pin; third, statue.

Hendee was quite faint, and was carried to the dressing tent in an exhausted condition, and did not again appear on the track.

FIVE-MILE HANDICAP.

There were ten starters in this race, and the finish between Fisk, Prince, and Frazier was quite close and exciting. The handicaps, as usual, were not published, and no official report was given of the miles. C. S. Fisk, 15s. (1); Chas. Frazier, scratch (2); A. B. Prince, 10s. (3). Time, 15.59 $\frac{3}{5}$, 15.40. (?) Prizes, first, Rudge racer; second, gold watch; third, picture. There seems to be some doubt as to the correctness of the times in this race, though if the 15.40 credited to Frazier is correct, it breaks the record held by Frank Moore.

FIVE-MILE TRICYCLE.

Midgley, Johnson, and Powell were the only starters. Midgley led for the first four miles, but Johnson on the last mile ran clear away, and won as he pleased. Johnson (1), Powell (2), Midgley (3); 18.35 $\frac{1}{2}$, 18.38 $\frac{1}{2}$. Prizes, first, a Victor Rotary tricycle; second, tilting ice-set; third, cat's-eye pearl ring.

TWENTY-MILE PROFESSIONAL.

This race was for the championship of the world, and a purse of \$1,000, divided into four prizes. Prince, Higham, Morgan, Keen, and James were the only starters. Higham was the favorite, and odds were freely offered on him. At the report of the pistol James dashed ahead, with Prince second, the others close up. The first mile was finished in this order: James, Prince, Higham, Morgan, Keen. During the entire race the men rode in close order, and each competitor seemed to strive for the lead. It was an exciting race to look at, and was made interesting by the riders. The table below will

show the leaders for the miles. On entering the straight at the finish the men were all bunched, but at the three-quarter pole Higham led, with Keen and James almost neck and neck, Prince just behind, and Morgan last. Prince claimed that he was shut out by being pocketed by Keen and James, and after the race appeared much excited.

Higham (1), Keen (2), James (3). Time 66.30, 66.30 $\frac{2}{5}$.

Miles.	Leader.	Time.
1.	James.....	3m. 14 $\frac{1}{5}$ s.
2.	Keen.....	6m. 21s.
3.	".....	9m. 29s.
4.	James.....	12m. 43 $\frac{3}{5}$ s.
5.	Keen.....	15m. 46s.
6.	".....	18m. 59s.
7.	".....	22m. 12 $\frac{1}{5}$ s.
8.	James.....	25m. 27s.
9.	Prince.....	28m. 48s.
10.	James.....	32m. 7 $\frac{3}{5}$ s.
11.	".....	35m. 25 $\frac{1}{5}$ s.
12.	Keen.....	38m. 52 $\frac{3}{5}$ s.
13.	James.....	42m. 19 $\frac{3}{5}$ s.
14.	Morgan.....	45m. 49 $\frac{3}{5}$ s.
15.	Morgan.....	49m. 15s.
16.	Prince.....	52m. 43 $\frac{1}{5}$ s.
17.	James.....	56m. 12s.
18.	".....	59m. 45 $\frac{1}{5}$ s.
19.	".....	63m. 26s.
20.	Higham.....	66m. 30s.

TWENTY-FIVE-MILE AMATEUR CHAMPIONSHIP OF THE UNITED STATES.

Entries: Low, Midgley, Frazier, Burnham, Hamilton, Hall, Jr., Robinson, Pettus, Vesey.

This race proved most interesting and exciting to all except the Springfielders, who were disappointed because Hendee was not able to run. On the fourteenth mile Midgley changed machines, as his own had a broken spoke, and Corey gave him his Rudge.

On the twentieth mile he changed again, as the Rudge did not fit him as well as his own, and the broken spoke had been taken out. These changes lost him a place. Burnham also was compelled to discard his own mount on account of a broken spoke and was also thrown out of the race by these changes, though both he and Midgley rode a plucky race. Robinson took the lead at the start, but Vesey soon went ahead and finished the mile first. On the third mile Burnham took the lead, but at the half-mile pole Vesey rushed ahead, and soon led by twenty yards, but the others soon caught up, except Hamilton, who gradually drifted to the rear, and on the twelfth mile was lapped. On the seventeenth mile Burnham had lost considerable ground, and Vesey was leading by forty yards. The twentieth mile was very exciting. Vesey and Frazier had an exciting spurt for the lead. Midgley changed his machine again and fell about one eighth mile in the rear, and on the twenty-first mile Burnham also changed again and lost about one hundred yards. On the twenty-fourth mile Hall led, but at the quarter pole Pettus led, with Vesey

second and Robinson third. This order was kept up until nearing the three-quarter pole, when Robinson rushed to the front, followed by Frazier. On nearing the wire, Frazier passed Robinson and took the pole, compelling the Englishman to slow up to avoid a collision. The Star man finished first, but Robinson entered a protest, which was allowed. Midgley and Hamilton were a long way behind, but continued riding to obtain the medal given to all who completed the distance. The prize was an elegant gold medal studded with diamonds, valued at \$500. A. H. Robinson (1), Chas. Frazier (2), C. D. Vesey (3). Time, Robinson, 83.12; Frazier, 83.10.

Miles.	Leaders.	Times.
1.	Vesey.....	3m. 11s.
2.	".....	6m. 23 $\frac{1}{5}$ s.
3.	Burnham ..	9m. 43 $\frac{1}{5}$ s.
4.	Vesey.....	12m. 49 $\frac{1}{5}$ s.
5.	Burnham.....	16m. 09s.
6.	Midgley.....	19m. 22s.
7.	Pettus.....	22m. 37s.
8.	Frazier.....	25m. 55s.
9.	Pettus.....	29m. 55s.
10.	Vesey.....	32m. 17 $\frac{1}{5}$ s.
11.	Midgley.....	35m. 44s.
12.	".....	38m. 55s.
13.	Pettus.....	42m. 09s.
14.	".....	45m. 34 $\frac{1}{5}$ s.
15.	".....	48m. 55s.
16.	Vesey.....	52m. 11 $\frac{1}{5}$ s.
17.	".....	55m. 27 $\frac{1}{5}$ s.
18.	Pettus.....	58m. 54 $\frac{1}{5}$ s.
19.	Vesey.....	62m. 25 $\frac{1}{5}$ s.
20.	".....	65m. 40 $\frac{1}{5}$ s.
21.	".....	69m. 15 $\frac{1}{5}$ s.
22.	Pettus.....	72m. 57s.
23.	".....	76m. 25 $\frac{1}{5}$ s.
24.	Hall.....	80m. 5 $\frac{1}{5}$ s.
25.	Frazier.....	83m. 10s.

ONE-MILE CONSOLATION.

THIS was for those who had not won a prize, and brought seven men to the scratch.

A. Dolph ..	3m. 4 $\frac{1}{5}$ s.
C. S. Stevens.....	3m. 5 $\frac{1}{5}$ s.
S. J. Mills.....	3m. 7s.
J. A. Cross.....	
R. F. Stahl.....	

There were five prizes, consisting of articles of jewelry.

RECORD BROKEN AGAIN.

At the conclusion of the last race on the programme, it was announced that H. D. Corey, of Boston would attempt to lower the record. Charles Fisk and A. B. Prince kindly acted as pace-makers, and with their aid he succeeded in lowering all the American records from three to ten miles except that for five miles.

Miles.	Total Time.
1.....	3m. 07 $\frac{2}{5}$ s.
2.....	6m. 11 $\frac{1}{5}$ s.
3.....	9m. 22 $\frac{1}{5}$ s.
4.....	12m. 30 $\frac{1}{5}$ s.
5.....	15m. 48s.
6.....	18m. 58 $\frac{1}{5}$ s.
7.....	22m. 12s.

*Beats record.

*Beats record.

*Beats record.

8.....*25m. 24s.
9.....*28m. 37½s.
10.....*31m. 39½s.

Mr. Corey finished very fresh, and received a perfect ovation, as he had become quite a favorite on account of his actions on the path. He was presented with an elegant gold watch, valued at \$150, as a memento of his performance.

The following were the officers of the meeting: *Referee*. — Fred Jenkins.

Judges. — Gilbert H. Badeau, F. A. Egan, Fred. T. Sholes, F. C. Hand.

Timers. — O. N. Whipple, George Avery, George Robinson, W. C. Marsh.

Scorers. — George Taylor, George D. Baird, Charles Haynes, Fred Ripley.

Clerk of Course. — Charles E. Whipple.

Assistant Clerk of Course. — D. E. Miller.

Starter. — Henry E. Ducker.

THE PARADE.

Springfield put on its holiday attire for the grand parade, and the citizens turned out *en masse* to see the wheelmen in line. All along the route the sidewalks were crowded with eager spectators, and every available window and space was occupied. Many of the warehouses were decorated with bunting, and several private residences were draped with gay-colored decorations.

The line was formed on the park, and it was not till 11 A.M. that the line of march was taken up. At that hour the head of the column issued from the south entrance in the following order: —

THE FORMATION OF THE LINE.

Two mounted police flankers.

City Marshal R. J. Hamilton in carriage.

Detachment of six mounted police officers.

Two pace markers with guidons.

Decorated barge containing Colt's First Regiment Band, of Hartford, twenty-five pieces, W. C. Sperry, leader.

Chief Marshal, Dr. N. M. Beckwith, of New York, president of the League of American Wheelmen.

Adjutant, Capt. W. N. Winans.

Bugler, Edwin Oliver.

Aids: Col. A. G. Pope, H. E. Ducker, W. H. Miller, B. A. G. Sandford, Geo. H. Day, E. M. Gilman.

First Division.

Commander, T. S. Rust, Meriden, Conn.

Aids: William V. Gilman, E. K. Hill, Abbot Bassett, C. A. Hazlett, and A. T. Lane.

Springfield Bicycle Club, fifty-six men.

Visiting clubs in this order: Scranton, of Scranton, Pa.; Ramblers, of Boston; Marylands, of Baltimore; Greenfield, of Greenfield; Meriden, of Meriden; Rockingham, Montreal, Buffalo, Ramblers, of New Haven; Albany, Schenectady, Trojans, of Troy; Rutlands, of Rutland, Vt.; Chelsea, Clinton, and Lawrence.

Second Division.

Decorated barge with Hutchins's Band, twenty-five pieces, G. H. Southland, leader.

Commander, Fred G. Bourne, New York.

Aids: Henry S. Redfield, J. W. Jewett, F. T. Sholes, C. G. Ross, Capt. Clark, Albert Trego, L. H. Johnson, Frederick G. Tuttle.

Clubs: Massachusetts, Connecticut, Holyoke, Capital, of Washington; Orange Wanderers, Orange, N. J.; Philadelphia, Frankford, Germantown, Hudson, City, of Brockton; Boston, Nashua, Thorndyke, of Beverly; Framingham, Chicopee, Stars, Hyde Park, Utica, Newport.

Third Division.

Decorated barge with Little's Band, twenty-five pieces, E. H. Little, leader.

Commander, R. V. R. Schuyler.

Aids: Harold Serrell and Will Parker.

Clubs: Citizens, of New York; Ixions, of New York; New Haven, Millville, N. Y.; Kings County Wheelmen, of Brooklyn; Leominster; Columbia, of North Attleboro'; Rochester, N. Y.; Rhode Island Club, of Providence; Berkshire, of Pittsfield; Chicopee Falls, Northampton, Marblehead, East Hartford, Æolus, of Worcester; and New Britain.

Delegates from the following clubs were scattered through the line: Missouri, Penacook, Mount Vernon, Columbia, of New York; East Bridgewater, Batavia, Clinton, Canandaigua, Roxbury Highlands, Pequonock, Chicopee, Æolus, of Paterson, N. J.; Cambridge, New York, Worcester, Hermes, of Chicago; York Wheelmen, Biddeford, Me.; Nova Scotia, Easthampton, Holyoke and Cambridge.

The procession was twenty minutes passing a given point, and moved over the following route: Through Clinton, Main, Carew, Chestnut, Worthington, Main, around Court Square, down Main, Locust, Mill, and up Main street to the park, where the line was dismissed. There were 692 men in the line.

FEATURES OF THE PARADE.

The procession was the most successful one in the history of 'cycling in America. The lines were well kept and there was no straggling. The progress made by the manufacturers gave the line a greater variety of wheels than ever seen before, especially in the matter of the three-wheelers. There were twenty-eight single and two double tricycles, and an Otto in line. The Montreal Club brought with them their Club Premier sociable, and this was ridden by H. S. Tibbs and A. T. Lane of the club. The Otto attracted a great deal of attention from its novelty. The Overman Wheel Company made a brilliant showing with their machines. They introduced an arrangement in the buckboard line of construction which was one of the prettiest things shown. Two tricycles were con-

nected fore and aft by a framework which rested on the axles of the two machines, and on this were two seats in which were seated children arranged in fine toilets. There were two of these, and in addition there was a machine with an auxiliary seat attached, on which was seated a little girl.

The Springfield Club made a fine appearance, but we think the palm was due the Connecticut Club, of Hartford, for the finest appearance. In forming the parade the adjutant located the clubs in positions to show to the best advantage. Large and fine-appearing clubs were distributed along the line, and the smaller ones were put between them. This prevented the rag-tag and bob-tail appearance which so often prevails in processions of this kind towards the end, and the idea would be well to follow in future League parades.

THE Connecticut Club had twenty-two men in the parade, and secured the prize bugle. Citizens, 20(2); Ixion, 20(3).

THE FIREWORKS.

The display of fireworks drew an immense concourse of people to the park Wednesday night. The races did not finish until long past six o'clock, and many of the people who attended in the afternoon stayed on the grounds until the last piece was touched off. Some of those who sat on the grand stand were noticed eating a lunch in their seats rather than run the risk of losing their places. All the seats were filled, and as some particularly brilliant set piece cast its light over the grounds, it displayed almost a boundless sea of humanity, standing in all parts of the park. The display was very brilliant, and many of the pieces were received with great enthusiasm. Among the principal pieces was a bicycle race, in which the blazing riders ran down the field in hot competition. Among the more prominent set pieces were the L. A. W. badge, the C. T. C. badge, the Springfield Club badge, the Mercury Club badge, Niagara Falls, Jumbo, and dancing skeleton. Several of the minor pieces were quite brilliant and the rockets and bombs were very fine.

THE CLUB DRILL.

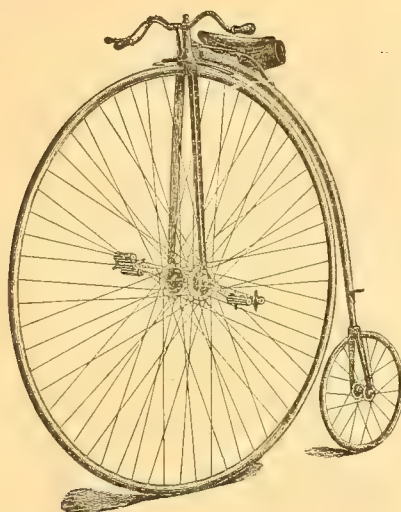
On Thursday, the contests for the prizes offered for superiority in club drilling, took place at 10.30 A.M., on the home-stretch of the track in front of the grand stand. Only two clubs competed, out of four or five entries. These were the New Haven Bicycle Club and the Rochester (N. Y.) Bicycle Club. The Rochester boys were the first to appear on the track, and were eight in number. The drill was, without exception, the most perfect we have seen, all the movements being executed with the greatest ease, and not a single mistake was made throughout. Some of the best movement consisted of riding all abreast, with arms crossed on each other's shoulders, and,

WHEELMEN, ATTENTION !

All the records, from ONE to TEN miles, broken on a

RUDGE,

AT SPRINGFIELD, SEPT. 20, 1883.



The following races were also won on Ridges, at Springfield : —

10 Mile Amateur Championship of the United States.

10 " Professional " " " "

20 " Amateur Race for \$500.00 Prize Cup.

5 " Inter-Collegiate Contest.

1 " Amateur Championship of the United States.

Tug of War Race, first and second men.

STODDARD, LOVERING & CO.

10 Milk Street - - - BOSTON, MASS.

Sole Agents in the United States.

DON'T FAIL

To attend the Joint Race Meeting of the

Boston Bicycle Club

— AND THE —

BOSTON RAMBLERS

— AT —

BEACON PARK,**Saturday, Sept. 29, at 3.30 P. M.***Three-Mile Scratch Race (open to all amateurs).**One-Mile and Five-Mile Championship of Boston Ramblers.**Fourth Annual Twenty Mile Championship Race of Boston Bicycle Club.***Entrance Fee to Open Race, \$1.00.****Entries close Wednesday, Sept. 26, with J. S. DEAN, No. 8 Pemberton Square.****Admission to Park - - 50 Cents.**

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the **WORLD** can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

A SUPPLEMENT

Will be issued about 1 October which will contain the amended constitution and rules of the L. A. W., new officers, new clubs, latest records, etc.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES**FROM 38 TO 50 INCHES.****— PRICES —**

38 in.....	\$35.00
42 ".....	42.00
44 ".....	54.00
46 ".....	60.00
48 ".....	66.00
50 ".....	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

*Special discount on goods exported.***FACTORY AT****38 and 40 S. CANAL STREET,
CHICAGO, ILL.****HARWOOD'S****SAFETY STEP****No. 5.**

The cut No. 5 represents the style specially adapted to the American Sanspareil, but equally applicable to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD,**P. O. Box 1252.****Worcester, Mass.****SECOND-HAND BICYCLES.**

46 inch D. H. F. Challenge, Ball Bearings,	\$75
46 " " Special " "	70
50 " O. S. Standard Columbia, Cone Bear,	55
50 " Harvard, Full Nickel-Plated,	110
52 " Special Columbia,	75
52 " " Challenge, Ball Bearings,	80
52 " Yale Light Roadster, Full Nickelled,	125
54 " Harvard, All Bright,	95
54 " Superb, Full Nickelled Ball Bearings,	110
54 " British Challenge, Nick'd Nearly New,	135
57 " Yale Roadster,	110
50 " Extra Challenge, Balls All Around	140
52 " Extra Challenge,	75
56 " Standard Columbia, Ball Bearings,	85

H. B. HART,**811 Arch Street, Philadelphia, Pa.****Note.— Send for Full Description and Terms.**

Patented in England and the United States.

BURLEY'S**ADJUSTABLE SKELETON SADDLE,
WITH GUARDED SIDES.**

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one.

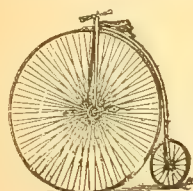
Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,**Boston, Brighton District, Mass.**

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.



REDUCTION IN PRICE.
— THE —
UNION BICYCLE,

A High Class, Elegant, Durable Machine, made to stand the roughest usage, yet light and graceful in all its parts.

Price, 50-inch, \$81. Full Nickelled, \$100.**McKEE & HARRINGTON, - - - 173, 175, 177, 179 Grand Street, NEW YORK.**

SEND THREE CENT STAMP FOR CATALOGUE.

Under License from Pope Mfg. Co.

in this order, making perfect wheels, far better than those made by the majority of military companies. Another movement, which pleased the audience greatly, was riding in single file, the leader standing still and the others, one after the other, coming up beside him and grasping the handle-bars of each other's machines, standing still and forming a perfect line. To conclude with, they all came up abreast in front of the judges' stand, stood still, and at the command, took off their hats and saluted the judges, then dismounted, amid the applause of the spectators, who all pronounced it the best drill they had ever seen. The New Haven Club appeared on the track next, but evidently without any thoughts of winning the contest, they being fully aware of the superiority of the Rochester Club. The drill was, however, very good, much better, in fact, than is given by a majority of clubs, but did not come up to that of the Rochester Club.

At the conclusion of the club drills, at the request of the spectators, Master Georgie Nash, the youngest member of the Springfield Club, gave an exhibition of fancy riding, which was greatly enjoyed by the audience. The Rochester Club received as a prize for the best-drilled club, a handsome club banner and a silver cup to each member of the squad. The New Haven Club took second prize, a bicycle bugle.

THE CAMP.

THE tented portion of the park was always the centre of attraction, and it was ever an active field of operations, especially during the night. Prominent among the clubs who lived in camp were the Boston, Massachusetts, Montreal, Meriden, Connecticut, New Haven, Holyoke, and Ixion. Meals were taken at the caterer's tent, and about 500 wheelmen responded to the dinner call daily. After nightfall the noisy and wakeful ones prowled around the camp, making night hideous with their alleged singing, or boldly attacking the inmates of the tent and dragging them out into the night air. There was lots of fun. Behind the judges' stand was the headquarters of the Springfield Club, and this was besieged by every one who had a question to ask or business to transact.

THE Overman Wheel Company showed its accustomed enterprise at the meet by establishing headquarters and inviting wheelmen to partake of its hospitalities. A mammoth tent was erected, and in this were tables, with conveniences for writing, paper, pens, etc., and a plentiful supply of pipes and tobacco. In one corner were toilet accommodations for the ladies. The company had a dozen or more machines in the tent, which were generously supplied to wheelmen, and facilities for the receipt and delivery of the mails were provided. This corner of the park proved to be very popular with the wheelmen, and the tent was thronged at all times. Among the other tricycles at this place were several for the ladies.

These had plush-covered saddles, and a shield which hung so as to conceal the action of the feet, both behind and at the sides.

THE EXHIBITION

At the skating rink was a gratifying success, and a surprise even to its most ardent and sanguine promoters. The rink presented a very pleasing appearance, and was handsomely decorated with bunting, banners, Chinese lanterns, etc. At night electric lights flashed their rays upon hundreds of nickelled machines, and added greatly to the general effect. Not only did wheelmen generally visit the show, but thousands of Springfield's residents evinced great interest in the exhibits. At times the rink was uncomfortably crowded, which fact alone would prove the popularity of the exhibition. Entering the hall, the first exhibit on the left was that of the Overman Wheel Company. They occupied a large space with their Victor tricycles, which are so well known that a description seems unnecessary. They were all stock machines, and finished for the market in Harrington's enamel. The Victor Racer, which was so fortunate in all the tricycle races, in outline and appearance differs but little from the ordinary roadster. The whole machine is somewhat reduced in weight, the wheels are 46 inches in diameter, and are generally geared up to 56 inches. It is an exceedingly trim-looking machine, and good work can be done on it. The new adjustable long-distance saddle, the ladies' dress shield, and the Overman tricycle bell were also exhibited by this company, which is deserving of great credit for the enterprise shown in everything it has undertaken.

The next exhibit was that of J. Stevens & Co., of Chicopee Falls, who had a large case filled with some handsome rifles and shot-guns, which are just the thing to carry on either bicycle or tricycle. They are very light and well made and finished.

Stoddard, Lovering & Co occupied the next place, and had elegant samples of their principal importations nicely arranged. The machines exhibited were an American Rudge roadster, Rudge light roadster, British and Extraordinary Challenge, and a very handsome, well-made National tricycle. The Rudge light roadster is identical, except perhaps in weight, with the machines ridden by Hendee, Corey, Prince, and others in the races. The central-geared Coventry Rotary tricycle ridden by Vesey was also shown.

Kellogg, of New Haven, exhibited his patent air cushion, non-vibrating attachment for bicycles, which is said to relieve the rider of nearly all the jar from the hind wheel incident to rough road riding. We did not try it, but hope to some day, when we shall have more to say about it. It is quite neat, and does not interfere much with the appearance of the machine to which it is attached.

Fay's shoe store had a large and elegant exhibit of 'cyclists' shoes of various patterns, and seemed to be busy fitting out wheelmen.

The next exhibit was that of the Pope Manufacturing Company, which attracted considerable attention on account of its attractiveness and novelty. A large, prettily decorated frame surrounded the space; on the sides were black-covered stands, to which were attached all the parts of the bicycle and tricycle, both rough and finished. This afforded an excellent opportunity for 'cyclists' to examine the parts of machines before assembling. In tricycles the company exhibited two samples of their manufacture. One was an elegant and handsome full-nickelled machine, and the other was the ordinary enamelled machine as placed on the market. The bicycles were the Expert roadster and racer, the new Standard for 1883. There was also a large case filled with all sorts of sundries. C. H. Lamson also exhibited for the first time his new luggage carrier and shawl straps for tricycles, made for the editor of the BICYCLING WORLD. It is a simple and very neat contrivance, well suited to the purpose of carrying a bundle or coat, and is attached to the saddle clips. Next we come to a case filled with samples of Harwood's safety steps, which need no recommendation. A few steps further we found Mr. Garvey looking after the interests of the Missouri Wheel Company, which displayed "Jumbo," the eight-foot bicycle formerly ridden by Albin in circuses, etc. And then, by way of contrast, a little bicycle, said to be the smallest in the world, with a 20-inch wheel, and weighing but eleven pounds. This company also displayed the first bicycle imported into this country, and it was interesting to note what great changes and improvements have been made in the construction of bicycles since 1876. Duryea's combined saddle and spring and Senseney's new stop bell completed the company's exhibit. Ira Perego, of New York, had several cases tastefully arranged with handsome Jerseys, stockings, and athletes' wearing apparel. Mr. Perego himself looked after the wants of his customers, and seemed to know just what every one desired.

At the lower end of the hall H. L. Belden had erected a very pretty booth, where several handsome young ladies sold souvenir panels of the meet, and hard indeed was the wheelman's heart who could resist purchasing from such polite and pretty young ladies.

The H. B. Smith Machine Company had three full-nickelled American Star bicycles on exhibition. One of them was the machine offered as a prize in one of the Brockton races on 6 October.

C. W. Hutchins had a large show-case filled with band instruments and bicycle bugles, and sold the souvenir medals with the only correct and authorized likeness of Louis Napoleon Ducker.

S. T. Clark & Co., of Baltimore, made

a fine show of Sanspareils, and had the largest exhibit of any firm. In fact, they evinced considerable enterprise in coming so far and bringing so many elegant machines. One machine in particular, a 55-inch seventeen-pound racer, attracted considerable attention, and was a marvel of lightness and strength. It has been ridden in fifty-four races, which speaks well for the material and workmanship of its construction. A case of English sundries completed this exhibit, which was the largest in the rink.

The Cunningham Company had only a sample of its three principal machines, the Harvard Special, the Shadow, and the Yale, but as they were all good machines, they answered every purpose.

The Serrell Alarm Company exhibited its perfection alarm, which is described in another column.

E. A. Whipple had a fine assortment of L. A. W. badges and a display of the Facile stop bells.

R. V. R. Schuyler competed with "Jumbo" in his 63-inch American Club, which, resplendent in nickel, towered to a majestic height above the more modest-sized wheels of his and other exhibits. We also found here two handsome full-nickelled tricycles, the Cheylesmore, a very nice-looking rear steerer, and a really fine machine, the Imperial Club, a well-made front steerer. We last week made an unaccountable mistake in saying that the Imperial Club was a rear steerer. All the machines exhibited by Schuyler are made by the Coventry Machinists' Company.

THAT artistic publication, the *Wheelman*, had some handsomely framed samples of its work, and made a very creditable show. It also had copies of the *Wheelman* on sale.

BURLEY'S SADDLE found a place near the entrance, where several samples were neatly arranged in a case.

The most curious and novel of all the machines was the Otto bicycle, exhibited by A. P. Bartlett, of New York. Mr. Bartlett gave several exhibitions of the machine, and certainly handles it with great apparent facility and ease. We were not quite able to master the machine, but doubtless could with a little practice. It has done good work on the road abroad, and will doubtless make its mark in this country. We have never seen a machine which was better finished. It sells for about \$140. Last of all came the BICYCLING WORLD, but as all our readers have received a copy of last week's paper, we leave it to them whether it is deserving of any praise.

Notes.

"OUR Harry" (Corey) did well when he broke the records, and carries a watch that regulates the sun as a memento.

The Boston Club kept things lively, and entertained its friends in its usual generous and hospitable manner.

SOME of the Germantown Club got a

little mite shaken up when the lightning struck the grand stand at the park Monday. We always knew they were an attractive lot of fellows.

WHY not make Springfield our Harrogate? We should be sure of a cordial welcome every year, and the location is not bad. Perhaps the League will go there next May.

WE had many calls at our headquarters during the meet, and we did what we could to make our guests comfortable. We were sorry not to be at home to receive the calls of those who came to look us up at about midnight and "pull us out," but we were a good distance off at that time, with a roof over our heads, and we did not have the pleasure of "firing them out."

THE Montreal sociable was generously placed at the disposal of their friends by the club, and many availed themselves of the privilege thus afforded.

THE celebrated English crack, Vesey, of the Surrey Club, received a cordial welcome, especially from those who met him on the previous trip.

ROBERT JAMES says he was thrown out of condition by the sea voyage, and he hopes to be able to show what stuff he is made of in a race with Prince.

BOSTON was visited by many of the wheelmen who came to Springfield, and our office was the scene of many a pleasant reunion after the meet, during the latter part of the week.

DID you see our special number at Springfield? Every wheelman on the ground was provided with a copy.

THE last night was a noisy one. Many wheelmen left the city on the evening trains, and those that were left made things lively, as well as noisy, about the streets. Crowds of wheelmen promenade the city till a late hour, playing accompaniments to the marching on all kinds of horns and whistles. There was no drunkenness nor rowdiness, and no mischief done besides the persuading to wakefulness of Springfield's citizens. The New York boys appointed to leave the city early Friday morning, and so they stayed up all night in order not to oversleep themselves. They whiled away the time at the club headquarters, singing songs, telling yarns, etc.

PRESIDENT DUCKER doubts that the bicycle club will have much cash in the treasury after all the expenses and debts are paid. Although the receipts were over \$20,000, it must be remembered that there were "\$6,000 in prizes," that \$4,000 worth of advertising was done, that the police service cost \$1,000, that a lot of record-breaking medals must be furnished, that the illumination, fireworks, and decorations were expensive, and that there were countless small avenues for the escape of funds. "All we hoped to do was to show that Springfield could get up the best bicycle meet ever held," said Mr. Ducker, "and if we clear

ourselves we are satisfied. The club did not go into it to make money."

MR. MICHAEL DAVIS represented the Speedwell Bicycle Club, of London, England, at the Springfield meet.

IT may be considered pretty certain that the Springfield Bicycle Club will not undertake to manage or encourage a race between Prince and James, or between Keen and Higham. They have had enough of professional races and the chances are that their next meet will be for amateurs only. If the club do not promise their assistance, it is not likely that Prince and Higham will accept the challenges.—*Republican*.

MIDGLEY, of Worcester, made himself a favorite at Springfield. He is a strong rider, but is not so good on a spurt as some others. As a long-distance rider he has few equals in this country, and his record of 179 miles in 24 hours still stands at the top.

'CYCLING INSTITUTIONS

L. E. C. W.

THE eighth meet and first annual race meeting of the League of Essex County Wheelmen will be held to-morrow at Lawrence. As this is the closing meet of the season, the League hope that members will turn out well. Officer of the day, T. S. Webb; rendezvous at the Lawrence Club Room, Appleton street; report to the officer of the day, on arrival; parade through the principal streets at 10.30; dinner at twelve o'clock. Dinner tickets can be procured of the executives. After dinner the line will form and proceed immediately to the Lawrence Cricket Grounds, where the following races will be run, starting promptly at 2.30 P. M.:—

One-mile race: First and second prizes, gold and silver medals, valued at \$15 and \$5.

Two-mile race: First and second prizes, gold medals, valued at \$20 and \$10.

Five-mile dash: First and second prizes, gold medals, valued at \$25 and \$10.

Obstacle race: First prize, Duryea saddle and spring; second prize, Pope bicycle stand. Entries for this event made on the grounds. League tickets admit members of the L. E. C. W. to the races free.

L. A. W.

THE fall meeting of the board of officers of the L. A. W. was held at Hotel Warwick, Springfield, Mass., 20 September, 1883. The following officers were present: President, N. M. Beckwith; corresponding secretary, F. Jenkins; treasurer, W. V. Gilman; E. M. Gilman, representative New Hampshire; E. K. Hill, chief consul Massachusetts; H. S. Tibbs, chief consul Canada; J. D. Miller, representative Canada; Stephen Terry, chief consul Connecticut; T. S. Rust, representative Connecticut; A. G. Coleman, representative New York;

Yates Penniman, representative Maryland. The meeting came to order at 9.30 A. M., President Beckwith in the chair. In the absence of the recording secretary, Chief Consul E. K. Hill, of Massachusetts, was appointed recording secretary *pro tem*. The corresponding secretary presented no written report, but stated that thus far 1,500 applications had been received; that a circular of information had been issued, and that he had issued membership blanks to division secretaries; that one hundred stencil outfits had been received and distributed among a few States, and to the various wheel publications. He thought a new hotel certificate was needed, as the original one was not very artistic; that on the mail vote on changes in the constitution, out of 2,300 ballots sent out but 575 were returned, which was about fifty less than the number of votes cast at the League meet in New York. Treasurer Gilman presented the following report:—

Treasurer's Report.

TRIAL BALANCE, 1 SEPTEMBER, 1883.

CASH.	Dr.	Cr.
Balance in treasury 1 June, 1883.	\$1,025 38	
Membership assessment	816 00	
Admission fees	366 75	
Badge account	1 00	
Interest account	18 07	
Expenses of corresponding secretary's office		\$156 78
Salary of corresponding secretary to date		46 00
Expenses of treasurer's office		40 00
Salary of treasurer to date		40 00
Membership tickets		25 00
Consular outfits, including stencils, etc.		100 00
Reporting business meeting at New York		16 00
Expenses of Massachusetts Division L. A. W., 1882-3		136 49
Subscription to official organ for entire membership		1,074 50
Abatements to division officers		68 75
Balance		523 68
	\$2,227 20	\$2,227 20

Balance accounted for, as follows:—

In Second National Bank, Nashua, subject to check	\$505 18
In money drawer	18 50
	\$523 68

The credit items above exhibited are as ordered by special vote of officers or with approval of finance committee, as set forth in rule 6, constitution L. A. W.

Respectfully submitted,

W. V. GILMAN, Treasurer.

Stephen Terry (Hartford) was elected chief consul of Connecticut, E. L. Beckwith (Galveston) chief consul of Texas, W. L. Howe chief consul of Iowa. Harry Bates's resignation as chief consul of Indiana was accepted.

E. S. Fogg (Woodstown), B. S. Rose (Trenton), elected representatives for New Jersey. W. W. McIntire (Portsmouth) elected representative New Hampshire, and F. H. Benton (New Haven) representative for Connecticut. On motion of Mr. Terry it was voted that it is the sense of this meeting that when the membership of a State increases so as to entitle it to an additional representative the president shall fill the vacancy thus created.

Treasurer Gilman spoke of the death of S. A. Marsden, late chief consul for Connecticut, and moved that the chair appoint a committee of three to draft suitable resolutions. The motion being

carried, the chair appointed Messrs. Gilman, Terry, and Coleman as the committee, who retired and shortly returned with appropriate resolutions, which were accepted by the meeting.

On motion the chair appointed Messrs. Hill, Terry, and Penniman a committee to look into the matter of hotel certificates, and report to officers through mail. The chairman of the racing board was not present, but the corresponding secretary read his written report, which contained statistical information in regard to the sanction of races and the creation of championships, etc. On motion of Mr. Jenkins it was voted that the Star, Facile, and Extraordinary Challenge be recognized as bicycles, and be admitted to races as such, and that no race where these machines are excluded shall receive the sanction of the League.

L. L. Atwood, consul at Pittsfield, Mass., was protested by Messrs. Pettus and Hall, of Brooklyn, for exceeding his capacity in refusing to allow them to race with legs bared from the knees down to the tops of racing socks. The protest was sustained, but Mr. Atwood was not deprived of his office. The matter was referred to the chief consul of Massachusetts to instruct Mr. Atwood what the duties of consul are, etc. Mr. Jenkins moved that it be the sense of the meeting that in case an application for membership is received from the secretary of a club for a member residing outside the State where the club is located, the dues shall belong to the division of which the club is a part. Carried.

Mr. Jenkins asked if it would not be well to change the wording of the rules relating to membership. It reads "Any wheelman," etc. In New York the ladies cannot obtain the privileges of Central Park unless they belong to the L. A. W. The president thought no action would be necessary, as the term *man* includes the female sex.

Mr. Jenkins asked for a ruling regarding the date when chief consuls and representatives shall enter upon the duties of their office. The chair ruled that his term commences with the annual meeting.

Mr. Jenkins stated the Maryland Club had entered a protest against R. F. Foster, of Baltimore, for conduct unbecoming a gentleman, and he had been suspended from the League. The matter will go before the membership committee.

Mr. Jenkins said that certain of the Western States had chosen presidents of their divisions, and he asked if they should be recognized by the League. The president thought that, while it would do no harm to have such officials, the League must look to the chief consuls as the first officers in the divisions.

President Beckwith said that he had received a protest against Mr. Jenkins from R. F. Foster, of Baltimore, but inasmuch as it was not signed by four League members he had not entertained it.

CURRENTS CALAMO

MR. RICHARD GARVEY, of St. Louis, has been out to Corey Hill to take measurements. He says it is a harder climb than any hill around St. Louis, and he doubts if any of the riders of that city can go up. He will offer a medal, on his return, to any St. Louis rider who will make the ascent.

THE Missouri Wheel Company has offered a prize in the shape of a handsome medal to any St. Louis wheelman who succeeds in covering a mile, in a regular race, in less than three minutes.

"PAPA" WESTON sailed day before yesterday on the "Batavia," and will arrive in this city about 7 October. We understand that at a meeting of the C. T. C. council, held on 8 September the question of a reorganization of the C. T. C. to better facilitate the working of the club in this country.

THE Pennsylvania Bicycle Club having appointed a committee to confer with the "unattached" riders of Philadelphia, relative to an organization to make arrangements for a joint parade on the occasion of the first annual meet of the United Pennsylvania and Philadelphia wheelmen, on the 29th inst., a meeting was held Friday evening at the Columbia School rooms. About seventy-five of the "unattached" were present. Mr. Eugene Aaron, of the Pennsylvania Club, was called to the chair, and Mr. A. H. MacOwen, of the same club, acted as secretary. A resolution was offered and adopted requesting all the bicycle riders of the city to join in the meet. The following committee was appointed to perfect the arrangements: Messrs. Ewing Miller, chairman; Page, Pennock, MacOwen, Van Vleit, Langfeldt, and Ferguson. The headquarters of the committee will be at the rooms of the Philadelphia Bicycle Club, St. George's Hall, Thirtieth and Arch streets.

THE Owl should be labored with. We do not think the League members relish such nasty jokes as that published last week. Will the editor please remind the bird that there are ladies in the League.

TO-MORROW afternoon all who can should run out to Beacon Park, to attend the races of the Boston Bicycle Club and Boston Ramblers. The programme is an interesting one, and some very good racing may be expected.

THE 100-mile road ride of the Boston Club, open to all, will start from Bailey's, South Natick, at 6.30 A. M. A route card will be given to all competitors before the start. Entries (\$1.00) close with J. S. Dean, 8 Pemberton square, Monday, 1 October. This affords a glorious opportunity for our road riders to have a little of the excitement incident to racing, but on ground where speed is not the only requisite to success.

SPRINGFIELD has crowded out much news and many important articles this week.

THE JOINT RACE MEETING OF THE
GERMANTOWN AND PENNSYLVANIA BICYCLE CLUBS

Will be held Saturday, 29 September, 1883, at The Gentlemen's Driving Park, Philadelphia,

AND WILL COMPRISE THE FOLLOWING EVENTS:

3-Mile L. A. W. Championship of America.

1 and 3-MILE PENNSYLVANIA STATE CHAMPIONSHIPS,

Open to Pennsylvania L. A. W. Members only.

$\frac{1}{2}$ -MILE JUNIORS' RACE, Boys under 16.

1-MILE NOVICES' RACE, for those never having won a First Prize.

2-MILE HANDICAP, 200 Yards limit.

150 YARDS SLOW RACE, Handicap, 15 Yards limit.

1-MILE TRICYCLE, Handicap.

FANCY RIDING CONTEST.

1-MILE CLUB RACE, Pennsylvania Club only.

"THE WHEEL" 1-MILE CONSOLATION RACE.

ENTRANCE FEES.—\$1.00 to Championships; 50 cents to other events. To be sent to

T. HOUARD WRIGHT, Chairman, 232 Walnut St., Philadelphia, Pa.

Entries close 25 September, 8.00 P. M.

Handsome Gold and Silver Prizes in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

IN THE MORNING OF SAME DAY WILL BE HELD THE

First Annual Meet Pennsylvania Division L. A. W.!

FOR PARTICULARS ADDRESS

CHAS. M. MILLER, 1126 Walnut Street, Philadelphia, Pa.

COLUMBIA Bicycles and Tricycles

Expert Columbia.	Columbia Tricycle.
Standard Columbia.	Columbia Racer.

The Columbia Machines in Practicability, Durability and Finish are all that the Finest Material and Most Skilful Workmanship can produce.

Bicycle and Tricycle Lanterns.
Bells, Whistles and Bugles.
Columbia Pedal Slipper.
Bicycle Bundle and Book Carrier.
Multum in Parvo Bag.
The Acme Stand, Cyclometers, and every variety of American and Foreign Bicycle and Tricycle Sundries.

Send Three Cent Stamp for Illustrated (36 page) Catalogue.

The Pope Mfg. Co.

597 Washington St.

BOSTON, MASS.

WHEEL CLUB DOINGS

THE Massachusetts Club held another mixed run last Friday evening. In spite of the threatening weather, fifteen riders put in an appearance, ten being mounted on tricycles and five on bicycles, one of the latter riding a Facile. The little Facile behaved well, and the general verdict was in its favor. Placed near the tricycles in the line, the 40-inch did not show to disadvantage, the rider being a little higher than the average tricycle rider. (A 40-inch Facile corresponds with a 52-inch Harvard or Expert.) Supper was taken at the Hotel Hunnewell, Newton, at 7.15, Vice-President Miller, of Columbus, Ohio, being the guest of the club. At 9.30 the club mounted and rode through Newton and home *via* the reservoir, reaching the club-room at about 11.30. Nearly every tricycle carried two lamps, and the night being very cloudy, the effect was very brilliant.

THE Tremont Bicycle Club having been exhumed from the Bedford sands, had a club run to Cobb's tavern at Sharon on Sunday last, where seven of its members partook of an excellent dinner in company with other wheelmen, the Boston, Massachusetts, and Crescent clubs being represented.

AT the regular semi-annual meeting of the Star Bicycle Club, held at the Revere House, Lynn, Wednesday evening, 12 September, the following officers were elected: President, F. S. Winship; vice-president, W. E. Smith; secretary, W. H. Pervear; treasurer, W. O. Faulkner; first lieutenant, F. S. Winship; second lieutenant, F. W. Goodwin; color-bearer, A. W. Fuller. After the meeting the club adjourned to the dining-room, where a fine banquet awaited them, to which the boys did ample justice.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

ALPHA. — If the races are sanctioned by the League a competitor will not be disqualified from any race, but according to the rules, it would seem that if you compete in unsanctioned races you will be debarred from all races under the auspices of the League or sanctioned by it. These rules, we believe, have never been strictly enforced.

J. P. D., N. Y. — Hope you will excuse long delay in answering your queries, but it was unavoidable under the circumstances. We do not know the exact cost of the shoe, but should say about \$5.00. We believe we paid \$4.50 for our racing shoes. It has not the rubber sole as ordinarily made, but this could be easily attached. It should have a low, broad heel, but this, too, is a matter of taste. The principle of the shoe is this: The sole is the shape of the foot; the upper is light and slightly puffed at toes; it laces from toe to top, so that any adjustment or degree of tightness can be obtained.

KARL KRON. — Yes. We did read the article carefully, and noted your intention. Our editorial was to stir up others to send reports, etc. It is a subject that cannot be harped on too much. We certainly shall be most happy to aid you all we can, and when we have a little more leisure will write you.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

FIXTURES

Saturday, 29 September:

Maryland Bicycle Club, run to Philadelphia.

Race meeting of Germantown and Pennsylvania Clubs.

Boston Bicycle Club, twenty-mile championship race, at Beacon Park, 4 P. M.

Fifth annual meet of Philadelphia wheelmen.

First annual meet of Pennsylvania Division L. A. W.

Newton Bicycle Club, Trinity square, 4 P. M., run to Milton.

Lawrence L. E. C. W., race meeting.

Boston Ramblers, two and five-mile championship, at Beacon Park.

Boston Bicycle Club and Boston Ramblers, three-mile, open, Beacon Park.

Sunday, 30 September:

Tremont Bicycle Club, 2.30 P. M., to Echo Bridge.

Wednesday, 3 October:

Baltimore, Md., twenty-mile road, open to all amateurs, gold medals to first, second, and third.

Brockton, Mass., bicycle and tricycle races.

Boston Bicycle Club, 9 A. M., to Brockton.

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.

Wednesday, 10 October:

New Haven Bicycle Club, fourth annual tournament and race meeting.

Monday, 22 October:

Seventy-two-hour race at Madison Street Garden, Chicago, for professionals, commences at twelve noon, twelve hours each day.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A full-nickelled 54-inch Harvard, cradle-spring, H. & T. automatic alarm, in good condition; too small for owner; price, \$115. Address, LORBER, Ithaca, N. Y.

WANTED.—Any one wanting a Victor Rotary tricycle to write to T. B. RAYL & CO., Detroit, Mich.

WANTED.—A second-hand bicycle. Address, Box 36, Morrilton, Ark.

FOR SALE.—One 44-inch Cheylesmore tricycle which has not been run 100 miles, and is as good as new; cost new, \$157.50; will sell it for \$100 cash. M. D. GILLET, Springfield, Mass.

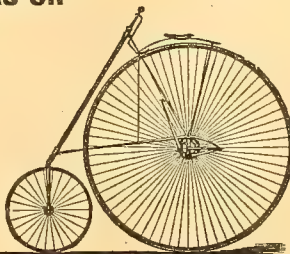
FOR SALE.—One 52-inch 'Xtraordinary bicycle, pattern of 1881, been run about fifty miles, nearly as good as new; price, 100. M. D. GILLET, Springfield, Mass.

Ask your Bicycle Dealer for the PERFECTION BICYCLE ALARM.

AUTOMATIC, INSTANTANEOUS.
MANUFACTURED BY
THE SERRELL ALARM CO.

161 and 163 Clymer St., Brooklyn, E. D.

Send for Circular.



Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

MISSOURI WHEEL CO., 12 St., near Olive St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price list.

Springfield Meet Tricycle Races

— WERE ALL WON ON —

“Victor” Tricycles.

ONE-MILE CHAMPIONSHIP RACE.

W. W. STALL, riding a “Victor”	3 min. 33	sec.
A. G. POWELL, “	3 “ 34 1-5	“
L. H. JOHNSON, “	3 “ 34 3-5	“
C. D. VESEY, “	3 “ 48	“
— FOWLER, “	“ American Roadster”	Distanced.

FIVE-MILE RACE.

L. H. JOHNSON, riding a “Victor”	18 min., 35	sec.
A. G. POWELL, “	18 “ 38	“
T. MIDGELY, “	18 “ 51	“

— Illustrated Catalogue 3 Cents. —

MAKERS, OVERMAN WHEEL CO. - - - HARTFORD, CONN.

FIRST and ONLY exclusive Tricycle Makers in America.

THE

“AMERICAN SANSPAREIL” ROADSTER,Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the “Midland Athlete,” the “Bazaar and Mart,” and others say of it. “The most elegant and scientific design.” “The best of workmanship and materials.” “The finest finish,” etc., etc., etc.

STANDARD FINISH. Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**FULL NICKELLED. Every part on copper, except felloes, which are painted and striped as above. **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers. Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

‘CYCLERS’ WATERPROOFS

Are made of fine gossamer rubber, and consist of short Coat or Cape, covering the body but not interfering with wheel. Leggings, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. Cap Cover or Hat; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a Saddle Cover, with which machine may be exposed to rain and saddle remain dry. A Double Heavy Cover is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The “AMERICAN SANSPAREIL” Roadster, Light Roadster and Racer, and the “AMERICAN” Bicycles.

The “AMERICAN STAR” Bicycle has small wheel in front, effecting perfect safety.

The “VICTOR ROTARY” TRICYCLE, the best and EASIEST RUNNING machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,**509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.**

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 5 OCTOBER, 1883.

Volume VII.
Number 22.

YOUR NEW SADDLE

SHOULD BE A

VICTOR SADDLE

New Model. Best Materials. Perfectly Adjustable. Any Desired Tension can be had. Any distance between Leather and Frame. Should last for years.

Price - - - - \$4.00.

— MAKERS —

OVERMAN WHEEL CO.,

HARTFORD, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by
G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

— FACTORIES. —

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,

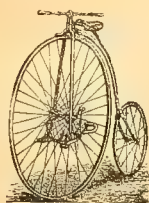
THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the, "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

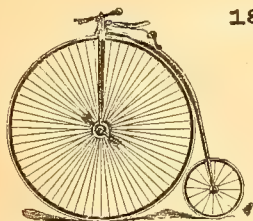
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

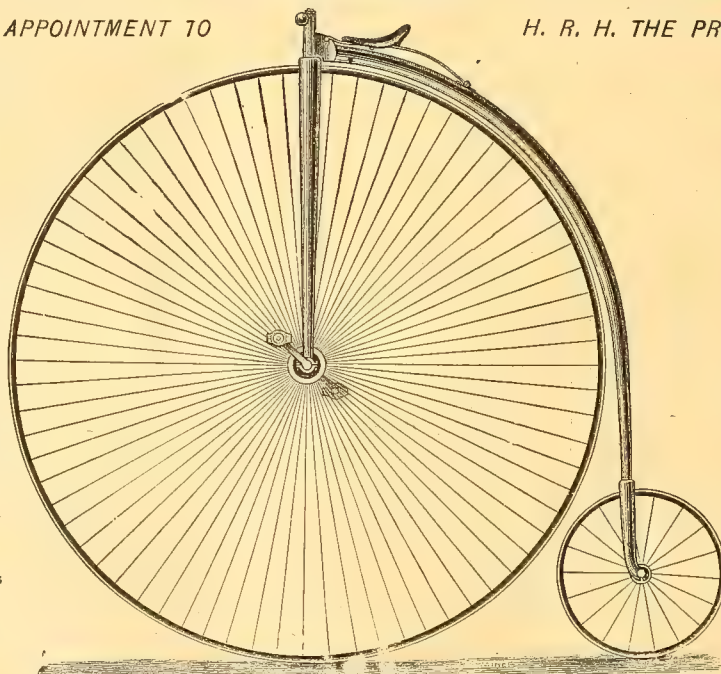
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—
"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

Published every Friday

— BY —

H. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each;
ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 5 OCTOBER, 1883.

CONTENTS

Editorial: Pay Your Way; Notes	287
Correspondence: A Question Repeated	288
Patents	288
First Tricycle Century	288
That Assault	288
Facile Record Broken	288
Another Century	288
Notes of the Races	289
Tricycle Notes	289
New Yorks in the Berkshires	289
Buffalo Notes	290
Currente Calamo	290
Manufacture: Perfection Bicycle Alarm	291
Down-East Tour.—IV.	291
Racing News	292
'Cycling Institutions	298
Wheel Club Doings	298
C. T. C.	298
Notes, Queries, Etc.	298
Fixtures	299

PAY YOUR WAY.

FREE transportation for machines on railroads, free admission to all race meetings, and reduced tariff at public houses are some of the things many wheelmen regard as their inherent right. Because they own and ride bicycles instead of horses they claim peculiar privileges accorded to no other class. Frequently

they not only claim but demand these privileges with an arrogance and unreasonableness that is almost unaccountable. When bicycles and their riders were more of a novelty and fewer in number, it was customary at country fairs, etc., to admit to the grounds without charge all who appeared in the uniform of a cyclist. Then the wheelmen furnished a large part of the entertainment and received due compensation. This custom is now handed down as the traditional right of a cyclist; and we find that managers of race meetings who have the temerity to charge admission at their gates to men in small clothes are severely criticised, and oftentimes condemned in rough terms for their "meanness." Take the most recent example. We have heard wheelmen grumble because the Springfield Bicycle Club made them pay \$1.50 for three days' admission to Hampden Park. In the name of all that is just, reasonable, and proper, will some one tell us why the very people most interested in the races and receiving the greatest enjoyment from the entertainment should not pay as well as the general public? Of course those who directly furnish the entertainment as the racing men should not pay, but should be provided with a couple of tickets each for themselves and attendant. In fact, every effort should be made to provide for their comfort and convenience. But we don't think that wheelmen generally should expect free admission to all race meetings; simply because a man rides a bicycle is no reason he should be a "beat."

It was currently reported a few weeks ago that the Hawthorne Club, of Salem, were about to disband, owing to some disaffection among its members. Mr. Crapo of that club is out with a card in which he states the report of the club's poor condition to be utterly untrue. We personally know nothing of the condition of the club, but feel bound to protest against the circulating of detrimental reports that are without foundation. Press correspondents seem to think that such items of news are just what papers want, while we have no hesitation in saying that favorable reports are much more pleasant both to editors and subscribers.

WE are informed that the *Wheelman* will somewhat enlarge its scope and devote more or less space to other recreative sports and athletics. It will, of

course, by this change lose some of its distinctive characteristics as an exclusive 'cycling publication. We have never felt that such an expensive work as the *Wheelman* must be could be made a financial success in such a limited field as 'cycling. This departure will increase its sources of income and give a broader field in which to work and gather material. While our sport will lose an exclusive exponent, the *Wheelman* will be more the less active in behalf of all that pertains to the wheel.

ONE of the peculiarities of the English amateur rules was forcibly illustrated at the races last Saturday at Beacon Park. During the twenty-mile race, at one time Morris was alone on the track. To encourage and keep him company, several riders who were present rode a mile or so with him. Finally, a well-known professional mounted his machine, and, running in front of Morris, was practically acting as pace-maker. This being contrary to the C. T. C. rules, of which Morris is a member, some of the officials felt constrained to request the gentleman to desist making the pace. In complying with the request, the professional immediately dropped behind Morris and continued riding. Every one was satisfied, and no objections were made, as the rule only prohibits pace-making by professionals, and it was argued that riding in the rear of a man was not pace-making. Exactly what difference it makes whether a professional sets the pace or rides immediately behind we are not prepared to say.

THE 21 September issue of THE BICYCLING WORLD contains an Irish Bull, and a vicious one, at that. On page 250 of that number the professional mile record, which is the best in the world, is giving as 2m. 40 $\frac{3}{4}$ s by Howell; and on page 261 it is stated that Wood's 2m. 31 $\frac{1}{2}$ s. is the fastest mile ever ridden. For a publication desirous of becoming the official organ of the League—but no more.—*Turf, Field and Farm.*

This is too funny! We often have occasion to give points concerning a record to the uninitiated, but we supposed, of course, that the *Turf* was posted in such matters. Howell's mile was made from a standstill, and is a record; Wood's mile was made at the end of a race, and with a flying start, and, although it is "the fastest mile ever ridden," it is not a record. The "Bull" belongs in another man's field and farm.

WE desire very much to hear from the officials of the Springfield races regarding the time made by Frazier in the five-mile handicap. It is given as 15m. 40s., and he was second man. The winner of the race had 15s. handicap, and won the race in 15m. 59 $\frac{3}{4}$ s.,—an impossibility. Will the officials account for and bring back the missing 4 $\frac{3}{4}$ s., or else put 5s. on to Frazier?

THAT indefatigable tourist, "Karl Kron," who in the way of furnishing material for a road book has done more than any other wheelman in this country, intends, we are informed, to start day after to-morrow for a run over the route of the Canada tour. The peculiarly favorable circumstances attending that trip furnished material for a very pleasing account, and we trust K. K. in traversing the same ground alone will not be disappointed in the route and the hospitality of the people, and that 'cyclists *en route* will escort and try and aid "Karl Kron," as we presume the result of his experience will find a place in the road book he intends to issue.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

A Question Repeated.

Editor Bicycling World:—As I have some curiosity to see a certain question answered by the Corresponding Secretary of the L. A. W., and as he has refused to do so unless the question is asked over an unassumed signature, I venture to repeat "Pen Andinck's" query in your issue of 17 August. I understand the secretary has been pleading "lack of time." He ought to have time enough to answer questions which, if answered clearly, would aid in clearing away doubts which now exist detrimental to the League's interests. "Pen Andinck" says:—

"At the officers' meeting in October, of 1882, 'allowances of \$250 each were made for the expenses of the corresponding secretary's and treasurer's offices, an account of the expenditures to be made to the board.' The following June the treasurer presents a report, showing the expenses of the corresponding secretary and treasurer to be respectively, \$265.40 and \$145.01, and in addition they each draw \$250 as salary. By what authority? Will some one rise and explain?"

The League rules provide that the board of officers shall be required,

through the corresponding secretary, to publish, from time to time, in the official organ of the League, any and all action taken by them, whether as a board or committee or as officials. If they have voted to pay the officers a salary, when was it done, and why was it not published?"

I would like to see this answered through your columns, and to that end append the name by which I was christened, that the gentleman may not have any conscientious scruples about answering.

FRANK R. MILLER.

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for THE WORLD by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 285,035, velocipede, Wiley S. Holland, Gatewood, Mo. A lever motor for tricycle, etc.

No. 285,130, velocipede, Chas. E. Hiester, Harrisburg, Pa. A front-steering tricycle, propelled by lever power applied to driving disks.

No. 285,205, tricycle, Jas. G. Bailey, Patterson, Ontario Canada, assignor of half interest to Richard Thorne, Toronto, Canada. Has a duplex jointed frame, and is a lever-driving front-steerer.

No. 285,685, backbone coupling for bicycles, Rudolph C. Scherling, Chicago, Ill., assignor of half interest to St. Nicholas Toy Company, same place. Tubular back-bone secured to head by a screw.

No. 285,513, velocipede, John W. and Chas. F. Past, New York city. A rear-steering tricycle, having extra seats for passengers.

No. 285,763, method of making steel wheels. Heaton Omsley, Chicago, Ill., assignor to St. Nicholas Toy Company, same place.

First American Tricycle Century.

THE first American tricycle century was made by Mr. Abbot Bassett, of THE WORLD, on a Victor tricycle, Saturday last. Starting at 4 A. M. from his home in Chelsea, he ran by way of Malden, Medford, Somerville, Cambridge, and the Newtons to Natick. Returning by the same route to Malden, he continued his course through Saugus, Lynn, Salem, Beverly, Wenham, and Hamilton to Ipswich. Then from Ipswich to Chelsea, over the same route. Two cyclometers were used, a McDonnell and Stanton's. The former registered 106, and the latter 104 $\frac{1}{2}$ miles. The latter distance is the record to be allowed. Mr. Bassett was accompanied the first fifty miles by Mr. Frank M. Gilley, of Chelsea, on a bicycle, and this part of the journey was measured by three cyclometers, which agreed, with but a trifling variation. The

course is certified by hotel registers and certificates. Riding time, 14 $\frac{1}{2}$ h. Whole time, 16 $\frac{1}{2}$ h.

That Assault.

IN our issue of last week we gave an account of an outrageous assault upon Dr. Ferris, in Brookline. On Monday, 17 September, both of his assailants made ample apologies in writing, and on Tuesday the driver pleaded guilty to the charge of assault and battery. Justice Drew, in passing sentence, stated that he was inclined to inflict the severest penalty the law allowed, but in view of the fact that Dr. Ferris acknowledged satisfaction he would fine the driver only \$50 and costs. His companion was discharged, as he was merely a passive participant in the assault and claimed that he did not know the driver intended to run into the wheelman. This is a most satisfactory ending of a very aggravated case.

The Facile Record Beaten.

MR. J. W. M. BROWN, who recently rode 255 $\frac{1}{4}$ miles in twenty-four hours, seems to have a mania for long-distance riding. On Saturday, 15 September, he essayed to break the record for the Facile, and succeeded in doing a most remarkable feat on his 42-inch wheel. The roads were heavy, and the start was made in a heavy "Scotch mist," which thoroughly drenched Brown and rendered the ride anything but a pleasant one. He was also delayed somewhat by his saddle slipping. Notwithstanding these drawbacks, Mr. Brown rode 241 miles within the stipulated time, and finished in very good condition. The last 7 $\frac{1}{2}$ miles were made in just 30m., and the last 58 miles, including twenty minutes rest, were covered in 5h. 5m. The stoppages amounted to two hours and twenty minutes, so that his average pace was about eleven miles an hour. We must score another victory for the Facile.

Another Century.

DR. W. and L. J. Mitchell, of the Rovers' Cycling Club, of Delaware, left that place at 6.40 A. M. on Sunday, the 9th, and rode to Springfield via Marysville and Mechanicsburg for dinner, arriving there at 12.10. Left for Dayton via Midway at 2.30, arriving at Dayton at five; distance seventy-five miles. Started next morning for Cincinnati via Miamisburg, Franklin, and Middletown, arriving at Hamilton at 11.50; left Hamilton at 3, via Mt. Pleasant, College Hill, and Cumminsville for Cincinnati, arriving at 5.30. Total distance, one hundred and forty-two miles.

Left Cincinnati at 11.30 on the 12th, arrived at Hamilton per train at 12.30 the 13th. Started from Hamilton at 1 A. M. for Delaware, via Trenton, Middletown, Franklin, Miamisburg, Dayton, Fairfield, Springfield, Mechanicsburg, Milford, and Marysville, arriving at Delaware at 8.30 P. M., distance one hundred and twenty miles, time on road nineteen

and a half hours, riding time fifteen hours, head wind all day, roads very loose and sandy. Machines ridden, a 52-inch, made by T. Smith & Sons, and a 56 Sanspareil Light Roadster.

Notes of the Races.

"There," exclaimed Corey, as he dismounted from his Rudge racer after the ten-mile spin against time, "that winds me up for '83, and for the present, good bye to racing."

Pettus rode remarkably well in the 25-mile race, and had it not been for a tremendous header taken on the 18th, while having a practice spin, which bruised him from head to foot, he would have made a more dangerous competitor for the \$500 prize than Robinson supposed.

Hendee's 55 Rudge racer was not as much injured as was at first supposed, the bending of the handle bar and general loosening up being easily repaired. He rode it as usual in the one-mile scratch race the next day.

During my experience on the road as well as on the path, I have heard of many different kind of drinks for bicyclers from milk to shandy-gaff, but I am at loss to know what Robinson meant when at his hotel after the 25-mile race he called for a "corpse reviver." Will somebody kindly explain?

The Star rode a better race than anybody thought it would, and I cannot help asking the question: Will it equal the crank machine? I await future competitions with interest.

Corey does not believe in hard training and strict dieting, and like DeCivry, the French champion, thinks that good health, hard road-riding, and occasional spurting on the track is about all that is necessary.

The racing machines ridden by the professionals were as follows:

Keen, 55 Eclipse, weighing 23 lbs. (his own make).

James,	54 Rudge,	weighing 27 lbs.
Higham,	53 Humber,	" 27 "
Prince,	53 Rudge,	" 25 "
Morgan,	52 Expert,	" 34 "
Young,	53 Rudge,	" 32 "
Kline,	50 S. Columbia,	" 45 "

Those used by the winning amateurs were:—

Hendee,	55 Rudge,	weighing 29 lbs.
Robinson,	56 Club,	" 25 "
Corey,	53 Rudge,	" 25 "
Burnham,	54 Expert,	" 35 "
Prince,	54 " "	" 35 "
Dolph,	54 Rudge,	" 27 "
Fisk,	54 Expert,	" 34 "

I do not feel inclined to grumble at any of the races, but I cannot help feeling that it would be better for the riders as well as the spectators if the longer races were shortened, as it is certainly tedious to watch a 25-mile race, and it cannot do the riders any good.

Midgley deserves to be complimented for his plucky riding, and although he

went back to Worcester rather empty-handed as far as prizes go, he certainly has the sympathy of the other riders for his misfortunes, and his club has no reason to be ashamed of him. Under the circumstances he had done his best and "angels could do no more."

Clafin's usual misfortunes did not overtake him, and he won the \$500 cup in a very handsome manner.

He, too, with Corey, has retired from racing for the present, his studies at Harvard requiring all his time.

Jenkins, of Louisville, would have made a great deal better showing had he not been laboring under a severe illness which prevented him from doing justice to himself.

When Keen was in this country two years ago he remarked that "Corey was the coming man." His prediction seems to have been fulfilled at Springfield.

DWIGHT.

Tricycle Notes.

HAVE just received a new Cheylesmore Bus, and find many changes from last year's machine.

To wit, Starley's balance gear, 48-inch drivers, vertical action, adjustable handles, balls to steering wheel, side trailers, reduction of weight about fifteen pounds, and strap brake.

THAT strap brake looked very innocent, the strap being much narrower than the Victor's, although the drum is larger (eight inches).

I APPLIED it very mildly, and fired my friend (fortunately a gentleman), not over the handles, but out on the road, — on his feet.

AFTER my experience with the Sanspareil, I naturally concluded that this take-the-shine-off-the-Westinghouse affair was invented by the editor of the *Cyclist*.

THE total absence of swerving, owing to the use of balance gearing, is delightful, and adds greatly to the safety of the riders.

WAS driving the bus along the other day, up hill and against a gale at ten miles an hour, while Mrs. Ixion was enjoying the benefits of the Cheylesmore clutch. Meantime the doctor on a Victor, who had been demurely pedalling along behind us, took it into her head to reverse our positions, and came up alongside at a flying gait.

Now if there is one thing more than another that Mrs. Ixion disapproves of, it's racing; judge, then, of my surprise and delight at a sudden and energetic motion of the five-inch cranks that sent us spinning far ahead. Merely a coincidence, of course.

PERHAPS some fellow-students of the Indispensable for 1883 have noticed the extraordinary width given for this machine, seventy-four inches. No other machine, according to this authority, measures over sixty-three inches. I puz-

zled somewhat over this item, especially as my old Cheylesmore was fifty-eight inches wide and an ordinary carriage track little over five feet. The new bus measures sixty inches over all. How is this, friend Sturmeys?

MRS. IXION complains that in the new machine the last item of feminine control has been denied her. Her exclusive management of the brake last year gave her, she says, at least the power to check impromptu races and other unseemly haste. But now steering, braking, and back-pedalling are all denied her. Drive as fast as I please, she can do nothing but increase the speed or remain passive. I attempted to console her by explaining that there was nothing whatever to prevent her from working just as hard as she wanted to, and that the removal of distracting duties would enable her to concentrate more thoroughly her energies on the pedals. IXION.

The New Yorks in the Berkshires.

ENTHUSIASTIC racing men may be shocked, but the delegation from the New York Club at Springfield were bold enough to cut the third day and leave for Pittsfield to get some riding on their own account through the Berkshire Hills, and to their dying day they will maintain that they chose the better part. Four bicycles went along, and as one of the strong points of the club is its tricycle annex, Mr. Kitching was with us in — or oftener behind — what a boy in Great Barrington was unkind enough to call a cart. Starting from Pittsfield we climbed the hills over a road that had delusively been described to us as very fine to Lenox. The hard work was well repaid, however, by the succession of fine views, and the coast down the sharp grade that finished the first six-mile stage, carrying us into the streets of the autumn Newport, made even the "cart" almost a "flying wheel." From here to the beautiful village of Stockbridge, six miles farther, the road is easier, and as the hills began to break away, and the valley broaden, a fresh variety of scenery gave such a stimulus that one of the Columbias with us scared a horse by its inspiring rattle and accomplished a first-class runaway and upset. At Stockbridge we shipped our tricycle ahead by rail and steamed up to a pace that secured us four headers on the descent of Monument Mountain, but brought us to Great Barrington in time for dinner at a hotel where we were furnished with the regulation country fabrication about the roads; by following which misinformation we found ourselves at dark, soberly tramping through three miles of sand, only to bring up at a murderous looking tavern at Ashley Falls. Being wise men, and not out on a pedestrian tour, we ignominiously took the train back to Great Barrington for a fresh start, having, as the net result of the afternoon's work, six miles of good riding, three of villainously bad, and the missing of a game of tennis with a bevy

of pretty girls. An early start for the next morning was decreed, but of course not enforced, and it was only by ten o'clock that we succeeded in dragging the susceptible members of the party from feminine attractions for the ride across the Taghconic range. Six miles of wheeling through a picturesque farming country brings one to the foot of the mountain, to begin two miles more of steady climbing. On the way up view after view breaks out, and attractive shady spots tempt a tired rider to lie under the trees and eat apples, but if he pushes on he is rewarded by a magnificent chance to break his neck, descending the other side, and a good dinner at Hillsdale served by an uncommonly pretty waitress. At this point our tricycle retired on its honors of having been the first in a benighted land, and took the Harlem Railroad for home, but its unfortunate rider had climbed all the hills only to miss eighteen miles of coasting to Hudson. How the wheels spun over that road! Solemn vows were exchanged to come and do it again, and when we rolled up to the station every man in the party agreed that the bicyclist who sticks to park riding and the level plain does not know what is best for him and his wheel. To all good tourists let me commend the Berkshires, even if, like us, you are so tied to your office stool that you can give them only a few days. From Hudson home in a parlor car is too humdrum to speak of, and when our little jaunt ended at the Grand Central depot, it was with a big sigh of regret that we turned to stable our "bikes" and relinquish our knickerbockers.

TANK.

Buffalo Notes.

"The best laid schemes of mice and men gang aft a'glee."

OUR club had made all arrangement for a very successful tournament on the 13th, the entries were numerous, and everything promised a grand good time. Wheel men from out of town begin to arrive the night before, and by noon of Thursday about sixty gathered around the "Genesee," together with a large number of our own club members. But arrangement and plans are of no avail when the weather is against us, as then. A fine, drizzling rain fell nearly all day, making the clay track pasty and slippery, so that any riding on it was impossible. Rain, however, cannot dampen the ardor and good spirits of the true bicyclist, and, in spite of the wet, we had a very enjoyable day. We first took a five-mile ride over the asphalt pavements, and then went to the Seventy-fourth Regiment armory, where the boys gave an exhibition of fancy riding. Our banquet in the evening seemed to have been rendered more pleasurable by the weather. Mine host Losekam served a noble supper to ninety-nine wheelmen, during which an orchestra discoursed sweet music. Then President Williams, of the Buffalo Club, made some welcom-

ing remarks, which were followed by the toasts, as follows: "The Wheel, the 'Cycle of the Free," by J. O. Munroe, secretary Buffalo Club. "The Mystic Seal of the Flying Wheel, the L. A. W.," President Learned, of Rochester Club. "Our Guests," Capt. Ward, of Lockport. "The Ladies," Dr. Blackham, of Dunkirk. "The Canadian League," C. P. Hepinstall, St. Thomas, Canada. "The Non-Wheeling Public," Rev. Mr. Austin, of Dunkirk. "Our Rival; the Tricycle," Dr. J. E. Danelson, vice-president of Buffalo Club.

The responses were witty and to the point, and when the entertainment closed all seemed regretful. We did not give up the tournament, however, and all our guests promised to return on the adjourned day, which we have fixed for Wednesday, 26 September, when we hope to see even a larger number of our friends than greeted us on the 13th. Any Western wheelmen on their way home from Springfield will be heartily welcomed, and if they will stay here the next day they can attend another lively entertainment, — the State Democratic Convention, to be held Sept. 27, when the Tilden lion and Tammany lamb are expected to harmonize in the usual style.

We sent five representatives to Springfield, Capt. Geo. Dakin, Dr. J. E. Danelson, vice-president; C. B. Woodruff, Frank E. Drullard, and J. R. Williams. BISON.

CURRENT CALAMO

Now that Springfield has been done up brown, we hope to have a little room to spare. In spite of sixteen pages last week we had enough matter left over to fill nearly as many more.

Now is just the time for riding and the roads will be found to be in excellent condition.

WE can say without hesitation that the Overman Wheel Company have turned out the best looking and the best shaped saddle we have ever seen. How it will wear and stand the test of use time alone will show, but we predict for it success.

IT is certainly a great mistake on the part of the Duryea saddle people to stamp and ornament the leather, and we trust no more will be turned out that way.

OUR esteemed contemporary, the 'Cycle, is out with a leader advocating the foundation of a Worcester County League; by the way, we notice that the 'Cycle is issued but once a month, though it was announced as a fortnightly.

THE visit of the Citizens' Club, of New York, to the Massachusetts Club, of Boston, is expected to take place between the 10th and 20th of this month. A two days' run is contemplated, the route of which is now under consideration.

A "PRESIDENT'S RUN" is rather a

novelty in club doings. Such a run has been called to Brockton for Wednesday, the 3d inst., by President Williams, of the Massachusetts Club. A large turnout is expected.

HOWELL tried, a week or so since, to ride twenty miles within the hour, but failed on account of a broken spoke on the eleventh mile.

ON Friday there will be a bicycle side-show in connection with the Northampton cattle-show. Hendee is engaged to give an exhibition of fancy riding, and among the entries for the one-mile and two-miles races are Fisk, Landen, and Gillett, of Springfield.

HENDEE will be at New Haven.

EVERY man entering for the Brockton races will receive a sworn statement of the actual value of each of the eighteen watches and timers offered as prizes there.

MR. J. S. PHILLIPS, formerly editor of the *Wheelman*, is now at Harvard College.

MR. E. K. HILL, chief consul for Massachusetts, rode from Worcester to Boston Saturday, on his tricycle.

THE \$1,500 Columbia prize cup is on exhibition in the art gallery of the New England Institute building.

REV. S. H. DAY, the clerical member of the Massachusetts Club, wheeled, last week, to Providence, to attend to duties connected with his profession, and while in Rhode Island conducted services at East Greenwich Academy, before between three and four hundred students of both sexes. Mr. Day was attired in full Massachusetts Club uniform and surrounded by the faculty of the academy. This is not the first occasion upon which this gentleman has performed public duties in knee-breeches, and it argues two things: first, that the fearless and dignified use of knee-breeches in daily life is beneficial to all wheelmen; and, second, that it is wisdom on the part of a club to select a uniform which will be sufficiently business-like to be not inappropriate for ordinary use.

WE received a pleasant call, last Friday, from A. E. Blogg, of the Toronto Bicycle Club, who is spending a few days in this city.

IN our report of the parade at Springfield we neglected to mention the Lowell Club, in our haste. The Lowell Bicycle Club turned out ten well uniformed men, and we regret exceedingly that it should have been left out in our report.

MR. E. H. CORSON, captain of the Star Wheel Club, made the run from East Rochester, N. H., to Boston, a distance of 106 $\frac{3}{4}$ miles, circuitous route, in 12h. 37m.

THE winners of the prizes offered by the Pope Manufacturing Company for the best essays on the use of the bicycle and tricycle, by physicians, are as follows: First prize, a Columbia tricycle, valued at \$180, Dr. George

E. Blackham, Dunkirk, N. Y.; second prize, a full-nickelled Expert Columbia bicycle, value \$145, Dr. J. F. Baldwin, Columbus, Ohio; third prize, a ball-bearing Standard Columbia bicycle, value \$100, Dr. Charles A. Kinch, New York City.

S. T. HATHAWAY writes us that he has used for nearly two years a double bicycle, very similar in construction to Rucker's. In this machine the backbone is curved and has a joint allowing the wheels to accommodate themselves to the unevenness of the road.

A "BREECH-LOADING" lantern is the latest thing. It is very ingenious, made by Stratton Bros. & Doremus, 208 Sixth street, Washington, D. C.

MR. SMITH, of Napanee, Can., was recently coasting down the long, steep hill immediately east of the town of Napanee when his brake gave way. The wheel darted off with the velocity of an express engine. At the bottom of the hill there is a covered bridge through which he had to pass, but arriving there he discovered a team coming towards him, and in his endeavor to avoid a collision was thrown a distance of twenty or thirty feet, where he was suspended by his clothes catching on to a pin of the bridge. Bicyclists should see that their brakes are in a proper condition before running hills.

THE Boston *Globe* thinks that there is need of a tricycle club in this city. This seems to be rather an unjust reflection upon the Boston and Massachusetts Club both of which admit tricyclists to their ranks and the former has a special division for three-wheelers.

WHO was the fellow that came into our office and sat down so hard in the editor's chair that he used it up? The editor has got a stuffed club in the pickle for him.

THE New Haven Club has followed the example set by the Springfield and issues a special paper to advertise its meet, 10 October.

WHO can be found to doubt that a park like that in Springfield would pay in Boston.

IT is not the machine that wins a race, but it sometimes goes a great way towards landing its rider first.

ALL the talk about an exclusive Star race at Springfield seems to have been unnecessary, as only one rider entered and the race was withdrawn.

THE latest cycling publication in the field is the *Canadian Wheelman*, to be issued monthly. American wheelmen will soon be well supplied with reading matter.

THE Cunningham Company will in a few weeks have on sale the well-known bicycles and tricycles made by M. D. Rucker, Jr., & Co., of London. It will also introduce to the American market the Rucker double bicycle, a brief description of which was given a few weeks since in the *WORLD*.

ED. F. WOODCOCK, the genial agent at Albion, Mich., has left that city and taken up his residence at Niles, having accepted the position of assistant cashier in the Citizens' National Bank.

MR. A. W. GUMP, of Gump Bros., Dayton, Ohio, looked in upon us this week. He reports the business as booming in Ohio, and a good prospect for more boom next season.

THE veteran Gideon slipped quietly out of his retirement and captured a League championship at Philadelphia.

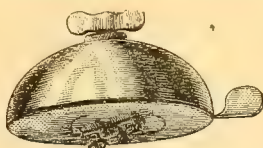
CUTHBERT D. VESEY carried home a set of Goethe's works as his share of the Springfield spoils.

THE championship races of the Michigan division of the League of American Wheelmen will come off at Recreation Park, Detroit, on Saturday, 6 October, at 3 P. M. The programme is as follows: One-half mile, champion of the State; one-mile, without hands, prize, L. A. W. badge, presented by chief consul; one-mile, championship of the State; slow race, one hundred yards, prize, silver bicycle cup; fancy riding, prize, large photograph of winner, presented by C. H. Smith; five-miles, championship of the State. There will be a parade at 1 P. M., from the Michigan Exchange to the park. The races are open only to the L. A. W., and entries close 4 October.

MANUFACTURE

Perfection Bicycle Alarm.

[Patented in England and America.]



MADE BY THE SERRELL ALARM COMPANY, 161 AND 163 CLYMER STREET, BROOKLYN, N. Y.

THOUGH the laws of the various States or cities do not require bicyclists to carry bells, it is often convenient to have at hand some means to warn people of their approach. It is many times a matter of safety to the rider that he should be able, quickly and effectively, to call attention to his silent and speedy approach. Many kinds of bell have been devised, all of them possessing more or less merit. We have before us an alarm, recently invented and placed on the market, which seems to be all that is claimed for it. It is fastened to the brake, as shown in the above illustration, so is out of the way in case of a header, and does not interfere with the legs in "coasting." Its exterior is neat, well finished, and differs but little from that of most gong bells. In fact, the only noticeable feature is the small thumb-screw at the top, which is used to wind up the spring which operates the hammer when released by a slight pressure of the projecting lever. The interior mechanism

consists in a small clock spring and wheels fastened to a slightly concave case on the under side of the heel. Over this is screwed the gong, which is held firm by a small milled ring acting as a check nut. Should it be found desirable to clean or oil the interior, all that is necessary is to screw the button or thumb-screw in the opposite direction from that used in winding, unscrew the clamping ring and bell gong and the interior is fully exposed. This bell is thoroughly well made and finished, and on releasing the spring gives forth a clear, loud, and continuous sound. Exclusive rights will be given to dealers who advertise and push the bell.

The Down-East Tour.

BICYCLING THROUGH MAINE AND NEW BRUNSWICK.

BY GRESSE.

IV.

THE tour up to this point had seemed like anything but a *bicycling* tour, but that was not the fault of the wheelmen. They were all eager enough to ride, and but for the weather, which had apparently conspired against them, they would ere this have covered many a mile through that picturesque portion of the Pine Tree State. But the programme had been sadly disarranged, and, as it was impracticable to make the tour on the wheel, they followed the regular route as near as possible by water.

They rose Friday morning to find the inevitable fog still hanging about. That was the last straw for some of them, including the unhappy manager, who wandered about with a dejected air and long-drawn face.

The bicyclists concluded that they must stay in Lubec all day, and to pass away the time set out to explore the place. Lubec is a thriving little village of some several hundred souls, who get their livelihood at the herring fisheries and in the manufacture of "sardines," there being several factories there where the plebeian herring goes in fresh from the water, and departs transformed into a real aristocratic French sardine. They inspected the entire process at one of the factories, by the kindness of the foreman, who presented each with a box of the article ready for the market.

A blacksmith shop was discovered near the post-office, and the proprietor of the establishment was instantly besieged with orders to straighten cranks and handlebars, and make sundry other repairs on some of the semi-wrecked machines. The affable conductor's wheel had (like the weather) gone back on him, the backbone having become dislocated just below the step. Soon after, the member from Haverhill started for a spin about the village, when he found, to his consternation, that the backbone of his Republic had parted company with its neck. The blacksmith rendered as important service as that class of artisans can in such cases, and any wheelman knows what that means.

One of the Brockton men had his sunny mood temporarily clouded by an accident to his British Challenge. The wheel was leaning against a building, when some one tried to ride another wheel right through it. The attempt was not wholly successful, but the Challenge lost a couple of spokes by the operation.

The people of Lubec looked upon the bicycle with as complete wonderment as did their neighbors in any place previously visited. The hotel was constantly surrounded by boys and girls (and "children of a larger growth," too), many of whom rubbed their fingers admiringly over the brightly polished parts, while the better informed aired their extended knowledge of things "bicyclic" to groups of open-mouthed listeners. It was highly amusing to the wheelmen.

Soon after breakfast Mr. Chandler, whose bruises, sustained early on the trip, were "getting no better very fast," announced his intention of returning home. This was the starter, and suddenly it flashed across Mr. Rothe that he, too, must get back to Boston. He was followed by Mr. Waterman, and then Mr. Wood happened to remember that he must get home, also. Messrs. Holmes and Churchill were half inclined to leave the party, but couldn't decide definitely. So, to settle the matter they tossed up a cent. It went against them, and they likewise joined the home-bound party.

No sooner had they packed up than old Sol made his appearance, for the first time in four days, and smiled with a vigor that at once dispelled any suspicion of gloom that might have been lurking about the remaining wheelmen. Here was indeed a glorious surprise; for they had counted on a stupid day in Lubec, and now they could resume wheeling! Even the downcast manager took heart at the prospect. Every man was at his wheel, hampers were filled with good things, and the ferry was taken to Campobello. By this time the forenoon was well-nigh spent, and before beginning their ramble over the beautiful island, they opened the hampers and partook of a lunch in an unoccupied building near the landing-place. The lunch was spread upon a long board placed on barrels, at which the tourists sat and ate in true camp style, moistening their palates with ginger ale of an excellent quality, which they obtained at a store near by. They made a picturesque scene as they flourished their mugs and bottles, and one which the artist was not slow to appreciate.

Campobello is within England's borders, and, for over a century, was owned by an English family, descendants of Admiral Owen. The island is conducted on the plan of an English estate, being leased in patches to farmers and fishermen who build their own cottages and pay land rent annually. But a few years ago it was purchased by a company of New York and Boston capitalists, who are making great efforts to attract hither the tide of summer travel. Three mammoth hotels (the Owen and the Tyn-y-

coed) of tasteful design have been erected, and everything that can conduce to the comfort of visitors has been carefully attended to. The writer wishes it were possible to give a detailed description of the attractions of this island, — the Lake Glensevern, Friar's Head (a rocky point bearing a strong resemblance to the head of a friar), the numerous coves, and the heights from which such enchanting views can be obtained, — but he has not the space to enumerate half its glories.

The wheelmen were now abroad. They were out of the United States. They were travelling, and the post-office (in one corner of a little grocery) was well patronized that day, nearly every one sending postals (or post cards, as they call them there) to friends in "the States." But either the mails are slow-going institutions, or the postmaster was bewildered by that avalanche of mail matter, for the messages did not reach their destinations until several days after the party had arrived home, — at least, such was the experience of those sent by the writer.

The afternoon was spent in riding over the fine roads, of which there are more than thirty miles, and enjoying the rare natural beauties of that delightful isle. At Herring Cove an amusing circumstance happened. Mr. Lamson set up his camera, and, simultaneously, some of the party disrobed for a swim in the Bay of Fundy, but finding the water not quite so warm as they anticipated, they soon emerged and disposed themselves about the rocks, like so many animated statues of Apollo and Mercury. Meanwhile, the photographer was busy taking impressions of the scenery, when suddenly it was discovered that the denuded figures were directly within range of the camera, and (Oh, horrors!) their counterfeits had been indelibly stamped upon the plate! Mr. Lamson was thereupon overrun with orders for copies of *that* picture, and the affair was treated as a huge joke by all but one of the "victims," who, with a form like a young Hercules, took offence at the accident (?), and sprang to his feet to display his wrath. Just at that moment the photographer was taking another view, and as the irate wheelman stood there, venting his fury, his muscular form, strongly outlined against the rocky shore, and resembling that of an angry god, he was again within the focus of the lens and was a second time captured by the sensitive film. This was too much, and he gave up in despair.

The saddles were once more bestridden and several miles of good roadway covered. A halt was made at Cold Spring, where the wheelmen rested and refreshed themselves at a mossy trough, into which the cool water was gurgling. "Karl Kron" struck them with a new idea by producing a small piece of rubber tubing, through which he drew copious draughts of the sparkling liquid. "Karl" boasted that the utensil cost him but six cents, and, as it could be put into a very small space, it was infinitely superior to an ordinary drinking cup.

Various other points of the island were visited, making a fair afternoon's run. Not an accident occurred, though the usual number of unimportant headers were taken.

Before embarking for Lubec the wheelmen fell in with Collector of Customs Farmer, an exceedingly kind-hearted and generous old gentleman, who insisted on drinking the healths of every member of the party, and, as the boat swung off from the pier, the last seen of him, he was hugging a post and waving his hat deviously in farewell.

On reaching Lubec the wheels were overhauled, cleaned, and put in readiness for the morrow. After a good supper an adjournment was made to the parlor, where the evening was pleasantly passed in singing sacred songs (with an ample interspersing of college airs), there being a number of fine voices in the party. Messrs. Thompson and Branch played the accompaniments finely, the latter demonstrating that he was as conspicuous a success as a manipulator of the ivory as in the role of peace-destroyer.

Towards midnight the house began to get quiet, and ere long not a sound was heard save the step of some belated wheelman who had dropped into the room of a *confrère* on his way to bed to help open a bottle of Apollinaris.

RACING NEWS

At Peoria, 7 September, in the mile-heat race, best three in five, the following entered, and all started: L. W. Conkling, Chicago; A. Young, St. Louis; P. W. Stone, St. Louis; C. F. Vail, Peoria; S. C. Newman, Delevan; E. Kellar, Logansport; H. E. Wetzel, Peoria; D. A. Davies, St. Louis; C. Dodge, Normal; C. E. Stone, St. Louis; C. E. Duryea, St. Louis; N. H. Van Sickle, Chicago. The first heat was won by C. E. Stone, in 3m. 46½s.; L. W. Conkling second, in 3m. 46½s.; C. E. Duryea third, in 3m. 58s. The second was also captured by C. E. Stone, in 4m. 2½s.; Conkling second, 4m. 4s.; P. W. Stone third, 4m. 8s. Third heat, Conkling first, 4m. 3½s.; C. E. Stone second, 4m. 5s.; P. W. Stone third, 4m. 1½s. Fourth heat, C. E. Stone first, 4m. 8s.; Conkling second, 4m. 11¼s.; Duryea third, 4m. 12s. This gave the first prize to C. E. Stone and the second to Conkling, but it was necessary for Duryea and P. W. Stone to run to determine who was entitled to the third prize, each having come in third twice. Duryea won in 4m. 17½s., Stone making 4m. 23s.

At Freehold, N. J., 13 September, during a fair, a mile dash bicycle race as won by Charles Frazier, of Smithville, N. J., in 4m. 18s.; Coleman, of Redbank, second; G. Webber, of Smithville, third.

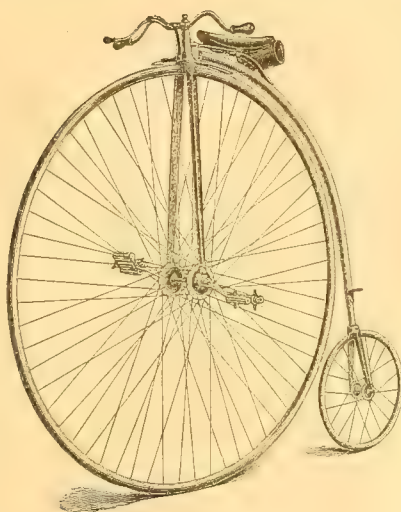
A HILL-CLIMBING contest took place at Bear Hill, Milford, recently, between

WHEELMEN, ATTENTION !

All the records, from ONE to TEN miles, broken on a

RUDGE,

AT SPRINGFIELD, SEPT. 20, 1883.



The following races were also won on Ridges, at Springfield :—

- | | |
|----|---|
| 10 | Mile Amateur Championship of the United States. |
| 10 | " Professional " " " |
| 20 | " Amateur Race for \$500.00 Prize Cup. |
| 5 | " Inter-Collegiate Contest. |
| 1 | " Amateur Championship of the United States. |
| | Tug of War Race, first and second men. |

STODDARD, LOVERING & CO.

10 Milk Street - - - BOSTON, MASS.

Sole Agents in the United States.

COLUMBIA

Bicycles and Tricycles

Expert Columbia. Columbia Tricycle.
Standard Columbia. Columbia Racer.

The Columbia Machines in Practicability, Durability and Finish are all that the Finest Material and Most Skilful Workmanship can produce.

Bicycle and Tricycle Lanterns.
Bells, Whistles and Bugles.
Columbia Pedal Slipper.
Bicycle Bundle and Book Carrier.
Multum in Parvo Bag.
The Acme Stand, Cyclometers, and every variety of American and Foreign Bicycle and Tricycle Sundries.

Send Three Cent Stamp for Illustrated (36 page) Catalogue.

The Pope Mfg. Co.

597 Washington St.

BOSTON, MASS.

SECOND-HAND BICYCLES.

46 inch D. H. F. Challenge, Ball Bearings,	\$75
46 " Special " "	70
50 " O. S. Standard Columbia, Cone Bear,	55
50 " Harvard, Full Nickel-Plated,	110
52 " Special Columbia,	75
52 " " Challenge, Ball Bearings,	80
52 " Yale Light Roadster, Full Nickelled,	125
54 " Harvard, All Bright,	95
54 " Superb, Full Nickelled Ball Bearings,	110
54 " British Challenge, Nick'd Nearly New,	135
57 " Yale Roadster,	110
50 " Extra Challenge, Balls All Around	140
52 " Extra Challenge,	75
56 " Standard Columbia, Ball Bearings,	85

H. B. HART,

811 Arch Street, Philadelphia, Pa.

Note. — Send for Full Description and Terms.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 ".....	42.00
44 ".....	54.00
46 ".....	60.00
48 ".....	66.00
50 ".....	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed, — a Good Machine at a Low Price.

Send for August Catalogue of Bicycles and Supplies.

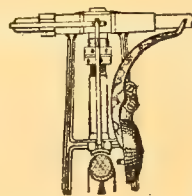
Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,

CHICAGO, ILL.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Ask your Bicycle Dealer for the
PERFECTION BICYCLE ALARM.
AUTOMATIC, INSTANTANEOUS.

MANUFACTURED BY
THE SERRELL ALARM CO.
161 and 163 Clymer St., Brooklyn, E. D.
Send for Circular.

wheelmen of Worcester. The result was as follows: W. H. Knowlton, 166 feet, time, 1m.; C. H. Fisher, 171 feet, 30s.; G. H. Lilly, 233 feet, 38s.; F. L. Fay, 184 feet, 38s.; H. E. Nelson, 220 feet, 44s.; H. W. Haven, 156 feet, 40s. The first prize was awarded to G. H. Lilly, second to Henry E. Nelson.

Chicago Bicycle Club.

OFFICIAL report of the races at Woodstock, Ill., 14 September, 1883. Track, clay bottom, two laps to the mile, in bad condition, being lumpy, sandy, and stony, one quarter mile up a grade of one in fifty. Weather was hot and the wind brisk. The times made are considered remarkable under such circumstances.

One-quarter-mile race, up grade, against wind. L. W. Conkling, 52s.; N. H. Van Sicklen, 53s.; E. Mehring, 54s. A. G. Bennett started, but slipped a pedal and fell, his machine, however, continued to run full sixty feet after turning completely over. Mr. Bennett was, happily, but slightly hurt.

Slow race at 1.30 P. M., one hundred yards. E. F. Brown, B. B. Ayres, A. G. Bennett, D. M. Stevens, E. Mehring, and N. H. Van Sicklen entered. Brown and Ayres were so nearly even that the judges declared a tie, — time, 4m. 48½s., and the race was run again, Brown winning in 4m. 58½s.. Ayres dismounted within a few feet of the wire. Bennett rode remarkably well. Brown rode a 60-inch wheel.

The one-mile race was called at two o'clock. First lap, 2m., second lap, 1m. 42s. L. W. Conkling, 3m. 42m.; A. G. Bennett, 3m. 43s.; N. H. Van Sicklen bringing up the rear.

The two-mile handicap was called at three o'clock. First lap, 1m. 50s.; second lap, 2m. 5s. — first mile, 3m. 58s.; third lap, 2m. 5s., fourth lap, 1m. 50s. — second mile, 4m. 3s. E. Mehring, 7m. 58s.; W. H. Van Sicklen, 7m. 58½s.; A. G. Bennett, D. M. Stevens, W. M. Wise, of Sycamore, entered, but having ridden thirty-four miles over country roads since the day previous, was somewhat fatigued, yet he made a good race. Stevens and Mehring were allowed 10s. handicap.

The three-mile race was called at 3.40. First mile, 4m. 8s.; second mile, 4m. 32s.; third mile, 4m. 11s. E. F. Brown, 12m. 51s.; E. Mehring, 12m. 55s. B. B. Ayres fell out in last lap.

Messrs. R. J. Bennett and H. F. Fuller acted as judges throughout the races, Mr. Fuller being timekeeper. Mr. L. W. Conkling assisted as timekeeper. The following gentlemen of other clubs were present: Messrs. J. W. Sherman, W. M. Wise, Geo. Warren, and E. H. Wilcox, of Sycamore, and Messrs. A. E. Thompson, J. S. Gibson, and G. S. Hunt, of Rockford. H. F. FULLER,

Librarian Chicago B. C.

BALTIMORE, 19 September. — Twenty miles in the dark, at Eutaw Place: F. S.

Fisher, first, in 1h. 24m. 20s.; R. F. Foster, second, in 1h. 35m. 28½s.; E. E. Williams, stopped at twelve miles. This is the result of practice. Two months ago Foster & Williams could give Fisher a mile in twenty. Steady practice brings Fisher in the lead, while the others are idle. On 22 October these three meet again for ten miles.

The Albany Races.

THE second annual races of the Albany Club at Island Park, Wednesday, 26 September, was the largest and most successful meeting ever held in the city of Albany. The day was a charming one, and though a trifle cool, little if any inconvenience was occasioned to either contestants or spectators.

The track was in excellent condition for a trotting track, and was measured three feet from the pole. The races were called promptly, and the management was in every way first class. The following is a summary of the events.

The first event was a one-mile scratch race for members who had never won a prize, and brought to the scratch Arthur Grant, Charles Grant, D. W. Shanks, F. B. Holdbridge, A. W. La Rose, A. L. Judson, J. C. Neville, and W. J. Wyley. Arthur Grant took the lead at the report of the pistol, but was passed by La Rose, who was never headed, and won easily. La Rose (1), Neville (2), Holdbridge (3), Wyley (4). Time, 3.38, 3.42½.

The following account of the professional race we clip from the Albany *Argus*: —

The two-mile professional race between John S. Prince, the champion of America, and H. W. Higham, of England, for a purse of \$200, was next on the card. The chief interest attaching to this event was on account of the eminence of the riders. As they travel about the country in company, color was given to the allegation, freely made, that the race was fixed beforehand, as are the majority of professional races, of whatever nature, and that whoever won, the purse would probably be equally divided. Of course, if such was the case, the arrangement was one of which the Albany managers probably knew nothing, and in which they certainly took no part. Higham, a remarkably muscular and well-developed man, and by all odds the more graceful and accomplished rider of the two, won the first heat by about two feet, the spectators being wildly excited over the apparent closeness of the contest. The second and third heats were taken by Prince, who passed his opponent on the homestretch, after dogging him in the usual professional manner for the whole distance. The time of the first heat was 6.32, the first mile being made in 3.16; the second heat was made in 6.42½, and the deciding one in 6.29½.

The third event was a one-mile heat race.

First heat: W. W. Cole (1), A. W. La Rose (2), 3.51½.

Second heat: J. G. Burch, Jr. (1), F. B. Hubbard (2), 3.58.

Final: Cole (1), La Rose (2), Burch (3), 3.38½; first prize, gold medal; second prize, silver medal.

The next event was a five-mile handicap, and had seven contestants, viz.: A. H. Robinson, South Kensington, England; F. B. Collins, Troy; W. W. Cole, Albany; A. R. Collins, Troy; H. J. Hall, Jr., Brooklyn; A. B. Prince, Pittsfield, Mass.; and Dr. Tyler, New Haven. F. B. Collins dropped out at the end of the first mile, and W. W. Cole stopped at the two and a half mile mark, intending to save himself for the final heat of the mile race.

Robinson was, of course, scratched, but we have no record of the starts. At about half distance Robinson caught the limit man, and won easily. Robinson, scratch (1), Prince (2), Tyler (3); 17.37.

In the three-mile scratch race the starters were Arthur Grant, D. W. Shanks, F. B. Hubbard, and J. G. Burch, Jr. Burch had it all his own way, and won hands down. Burch (1), Shanks (2); 12.03.

Wilmot and Sewell gave one of their fine exhibitions of double fancy riding.

The five-mile championship race for a gold medal was easily won by Cole, a very graceful and accomplished rider, who has not only speed but stamina. His time was 19.21½. Burch was the only other contestant who completed the five miles, the others dropping out at various distances. The concluding event was a consolation race for a L. A. W. pin, and was won by A. B. Prince in 3.14½, Tyler second.

The officials were: Referee, Leland Howard, Capital Club; judges, L. W. Seeley, Capital Club, Geo. Powers, and Dr. C. P. Stimpson, Trojan Wheelmen; clerk, E. J. Wheeler, Albany Club; starter, Fred Lathrop; timer, A. F. La Rose.

Beacon Park.

THE joint race meeting of the Boston Bicycle Club and the Boston Ramblers, last Saturday, was about as successful as race meetings usually are at the above park. It has been repeatedly demonstrated that the public will not go to Beacon Park to see bicycle races, and it was shown last Saturday that the track is not fit for bicycling.

The first race called was a two-mile handicap for members of the Ramblers, which was not particularly interesting, as the handicaps were not well judged. This, however, is excusable, as very few of the men had ever raced before. The following were the starters and handicaps: R. F. Stahl and J. W. Wattles, scratch; H. M. Smith and C. N. Brown, 15 yards; F. E. Bryant, 100 yards; W. E. Webber, 150 yards; E. G. Whitney, 175 yards, and E. L. Parker, 225 yards. The men were strung all around the track, though Stahl, Smith, and Bryant made a fairly good finish.

Smith (1), Bryant (2), Stahl (3), Wattles (4); 7.14 $\frac{1}{2}$, 7.15 $\frac{1}{2}$, and 7.15 $\frac{1}{2}$. Gold medal to first and silver medal to second.

Three-mile, open to all amateurs: C. F. Haven, F. A. Bickford, and G. Freese started, but Haven, who was not in good trim, stopped on last lap, having fallen back into third place. Bickford had the race well in hand from the start, and won as he pleased. F. A. Bickford (1), G. Freese (2); 10.30 $\frac{1}{2}$, 11.13 $\frac{1}{2}$.

The next race was the fourth contest for the championship of the Boston Club, the distance being twenty miles. F. Morris, J. W. Rich, and Theo. Rothe were the only starters. Morris took the lead from the start, and was never headed, as after going a few miles both Rothe and Rich dropped out. Morris continued on, and covered the distance in 1h. 19m. 43 $\frac{3}{4}$ s., which is remarkably good time considering the poor state of the track.

During the latter part of the twenty-mile race the five-mile race for the championship of the Boston Ramblers was started, with the following contestants: A. W. Whittaker, H. M. Smith, R. F. Stahl, and J. W. Wattles. The latter took the lead at the start, but at the end of the first mile the order was Whittaker, Smith, Stahl, and Wattles. On the second mile Smith took the lead and held it until the third mile, when Whittaker forced the pace a little, though Smith and Stahl kept well up. Wattles in the meantime had drifted some ways to the rear, and on the first lap of the fourth mile dropped out. On the third lap of the fourth mile Smith tried his hand at pace making, and continued in the premier position until the second lap of the fifth mile, when both Whittaker and Stahl went by him, the former leading. This order was maintained until the homestretch was reached, when Stahl drew up a bit. The small crowd of spectators was intensely excited, and well they might be, for the finish was one of the best and closest ever witnessed. Whittaker still maintained a slight lead, but when about ten yards from the finish Stahl made a grand effort, and both men crossed the scratch so close that the judges declared the race a dead heat. Stahl (1), Whittaker (1), Smith (3); 18.47 $\frac{1}{2}$. Smith's time, 18.59.

The following gentlemen acted as officials in the meet: Referee, W. I. Harris; judges, J. S. Dean and J. Austin Fynes; timers, C. W. Fourdrinier, C. S. Howard; scorers, E. A. Hemmenway, J. F. McClure; clerk, H. A. Edgerly.

L. E. C. W.

THE fall races of the League of Essex County Wheelmen occurred at Lawrence Saturday. Wheelmen from Salem, Beverly, Marblehead, Amesbury, South Groveland, Lynn, Haverhill, Merrimac, North Andover, and Georgetown arrived during the forenoon, and were received by the Lawrence Club at its headquarters on Appleton street. At 10.30 a

line was formed on Appleton street, the right resting on Essex street, and, under command of Capt. T. S. Webb, it paraded through the principal streets.

The wheelmen presented a fine appearance on parade. Dinner was served at the Franklin House at twelve o'clock, after which line was again formed, and, headed by the Lawrence brass band and Haverhill National band, the bicyclers made another parade.

A series of races took place at the Lawrence cricket grounds at 2.30 o'clock.

The first event was a one-mile race, best two in three heats, prizes, a gold medal valued at \$15 and a silver medal valued at \$5.00. There were five starters. A. E. Davidson, of Lynn, won the first heat in 3m. 32s., and the second heat in 3m. 37 $\frac{1}{2}$ s. W. O. Faulkner won the second prize; time, first heat, 3m. 34s., second heat, 3m. 37 $\frac{1}{2}$ s.

The second event was a two-mile race, in heats, for two gold medals, valued at \$20 and \$10 respectively. Four started in this race. W. B. Segur, of Andover, won, and W. C. Faulkner second; time, first heat, Segur 7m. 50s., Faulkner 7m. 52 $\frac{3}{4}$ s., second heat, Segur, 7m. 58s.; Faulkner 7m. 58 $\frac{1}{2}$ s. W. Segur led from start to finish in both heats.

The third race was a five-mile dash for prizes of gold medals, valued at \$25 and \$10. There were three starters. In this race W. O. Faulkner won the first prize, and John Tacy, of Lawrence, second; time, Faulkner, 19m. 28s.; Tacy, 19m. 28 $\frac{1}{2}$ s. Tacy claimed a foul in the early part of the race, which was not sustained by the judges.

The last event was an obstacle race of half a mile for a Duryea saddle and spring and a bicycle stand. There were four starters in this race, which afforded a deal of amusement to the spectators, the contestants being obliged to dismount at intervals and clamber over numerous obstructions which had been placed on the track. The winners were: P. Howard Shirley, of Marblehead, first, and Henry Daniels, of Lawrence, second; no time taken.

The races were run under L. A. W. rules, Capt. T. S. Webb acting as starter. The grounds were thronged with interested spectators, fully 2,000 people being present.

Philadelphia Meet.

THE first annual meet of the Pennsylvania division of the League of American Wheelmen, in conjunction with the Germantown-Pennsylvania bicycle race meeting, was held on Saturday. About four hundred wheelmen, one half of whom were club members and the remainder "unattached," assembled shortly before noon at the Green street entrance to Fairmount Park and formed in two divisions for parade. Col. George Sanderson, Jr., of the Scranton Bicycle Club and Chief Consul of the Pennsylvania Division, L. A. W., commanded, assisted by Frederick MacOwen, of the Pennsylvania Bicycle Club, and Ewing Miller, of Scranton.

It was nearer twelve than ten when Col. Sanderson, commander, accompanied by President Beckwith, Secretary Jenkins, Col. Pope, and several others, passed down the line to take up their position at the point of review, the Lincoln monument. A few minutes after the bugle sounded, and the line started in the following order, Adjutant Fred MacOwen at the head:

Philadelphia Bicycle Club, sixteen men, Capt. Lewis; Germantown Bicycle Club, twenty-two men, Capt. A. G. Powell; Lancaster Bicycle Club, seventeen men, Capt. W. F. Gorrecht; Marietta Bicycle Club, seven men, Capt. C. E. Musser; Pennsylvania Bicycle Club, thirty-three men, Capt. C. A. Roberts; Alpha Bicycle Club, sixteen men, Capt. C. C. Knau s; Lehigh University Bicycle Club, twelve men, Capt. J. R. Englebert; American Star, Philadelphia, twenty-five men, Capt. C. E. Updegraff; Frankford, Philadelphia, eight men, Capt. J. T. Craukshaw.

Then came the unattached "League" riders in two divisions, maintaining very fair order. The line mounted and rode by twos, and as the last of the division passed, Commander Miller gave the word and the second division moved out after the first, headed by representatives from Ixion, two; Citizens, three; Reading, six; Kings County Wheelmen, five; Smithville, fourteen; Moorestown, twelve; University of Pennsylvania, fifteen. Then, as in the first division, the unattached riders followed in two divisions.

The route of the unique procession was through the East Park, past the monument of Lincoln, and thence over the gently inclining roadway to Girard avenue, across the Girard avenue bridge and through the West Park to Belmont. On reaching the driving park the machines were stacked and a luncheon partaken of. About two thousand spectators, many of whom were ladies, occupied the grand stand and lined the outer enclosure of the course. Although the sky was overcast, the air chilly, and the track a trifle heavy, every one seemed delighted with the conditions as favorable to the participants in the contests.

The first event was the half-mile juniors' race, for boys under sixteen years of age. It was won by Master J. G. Fuller, of Philadelphia, after a very close contest, in 1m. 39 $\frac{1}{2}$ s. Master E. C. Markley, Jr., finished second, one fifth of a second behind the winner.

Event No. 2 was the mile novices' race for those never having won a first prize. There were twenty-five entries, but only eight started. The race was won by S. H. Crawford, of Philadelphia, in 3m. 20s., N. P. Tyler, of New Haven, Conn., finishing next in 3m. 23 $\frac{1}{2}$ s.

Event No. 3, the Pennsylvania one-mile club race, open to Pennsylvania Club men only, had fifteen entries, but only eight participated. It was won by M. W. Brinkman in 3m. 24 $\frac{3}{4}$ s. S. B. Chambers was a good second.

Event No. 4 was an amusing slow

race, in which only one wheelman, W. A. Whitmore, of Hammonctown, N. J., reached the goal, the others being dismounted in their anxiety to go slow.

Event No. 5, the two-mile handicap, three hundred yards limit, was won by N. P. Tyler in 6m. 58½s., after a handicap start of forty seconds. Charles H. Chickering, of Smithville, N. J., however, had made better time in the race, finishing in 6m. 33½s. Frazier, the favorite and scratch, came in fifth.

The fancy-riding contest was won by Burt Pressy.

Event No. 7. Three-mile L. A. W. championship, was won by George D. Gideon, of Philadelphia, in 9m. 58½s. Frazier's time was 9m. 5s., Chickering, the third contestant, being distanced.

Event No. 8, the five-mile State championship, had two entries, viz., S. H. Crawford and John Green, both of Philadelphia. Crawford took a slight lead at the outset, and this position was retained by him with great evenness until the sixth lap, or third mile, when Crawford's Expert racer broke under him. Green was also dismounted by the accident, as he was immediately in the rear of his competitor. Green recovered, however, in a moment, and rapidly forged ahead. Before Crawford could mount another machine Green was fully half a mile in advance, and the issue became a foregone conclusion, although Crawford continued to the finish. No prize was awarded Green, as a protest was entered against him prior to the race, on the ground that he was not an amateur. The question will be decided by an arbitration committee.

Event No. 9 was the mile State championship, which was won by George D. Gideon, of Philadelphia, in 3m 18½s. Brinkman distanced.

Event No. 10. Mile tricycle handicap. Jo. Pennell having brought a Coventry Convertible back from his foreign sketching tour, was handicapped fifteen seconds to Crawford's twenty seconds, with "Abe" Powell at scratch. As Powell defeated Vesey and Johnson at Springfield, and rode a light Overman racer on this occasion, he easily distanced the others in 3m. 52s. Crawford second.

Event No. 11. Consolation one-mile, resulted in Pitman's defeat at the hands of the doughty Brinkman, after a close finish, in 3m 27½s. Pitman gets something he can *pin on*, as second prize, whereas, the first was a calendar watch, so, doubtless, Pitman is better satisfied.

100-Mile Road Race.

SYNOPSIS OF ROUTE.

THE first 100-mile road race ever held in this country, and under the auspices of the Boston Bicycle Club, will take place to-morrow (Saturday), starting from Bailey's Hotel, South Natick, at six o'clock, A. M., over the following route: Newton, Watertown, Mount Auburn street, Brattle street, Craigie street, Chauncy street to North avenue, Cambridge; turning to left, continue through

North avenue to Day street; turning to right and continue to Mystic park; turning to left, to Medford, taking Salem street, follow horse-car tracks into Malden; continue through Maplewood, East Saugus to Lynn, by Lynn Common to City Hall, turning to left into Essex street, thence to Salem. About half way between Lynn and Salem the road forks and riders are *cautioned* to take the left-hand one, sign-boards marked Salem (follow telegraph). At Salem continue on by the Essex House, where some one will be stationed to take the numbers and times of competitors. After passing the Essex House, take first turn to left, then first right by Common to Bridge street, following horse-car tracks to Beverly over long wooden bridge. After passing over bridge, follow road to right, then left toward Wenham, thence through Hamilton and Ipswich to Rowley, and continue on beyond about five miles, where a man will be stationed to time and check competitors; returning by same road by Rowley, where dinner will be served at the Eagle House. The route home will be the same as that described above to North avenue, Cambridge, thence to city by North avenue to Harvard square, taking Boylston street, opposite colleges, to Cambridge street. Pass just over Boston and Albany Railroad tracks, and turn sharp to left, up Linden street, the second turn to left, to Gardner street, and first right to Chester street, to Brighton avenue, left to Beacon, Beacon street, right to Chester park, left, Columbus avenue, right to Warren avenue, and thence to club-house, corner Union park and Tremont street.

INSTRUCTIONS TO COMPETITORS, ETC.

The competitors will be started all together.

Pace-makers will be allowed to accompany competitors, but they must not interfere in any way with the other contestants.

Luggage, etc., can be sent from Bailey's Hotel to club-house, where it will be found at the conclusion of the race.

Dinner will be served at Rowley.

White "Hands" will be posted at various points on the route, and, where possible, men will be stationed to direct riders on the right route.

Fuller instructions will be given to competitors at the hotel at South Natick, and each rider will be provided with a tabulated route card.

First prize, gold medal.

Second prize, silver medal.

In addition to these, all, exclusive of winners, who cover the entire distance inside of ten hours, will be given a silver souvenir medal.

Several riders have volunteered their assistance, and there is no danger but that the contestants will have company over every part of the route.

The New Haven Meeting.

THE annual meeting of the New Haven Bicycle Club, Wednesday, 10 October, is sure to be the most successful

one the club has ever held. The citizens of New Haven are much interested in it, leading firms having presented the club with beautiful and costly prizes which are to be contended for by some of the best riders in the country. A very large number of wheelmen are expected to take part in the parade of the morning, and one of the features of the meeting is to be the presentation of a handsome cup to the club which turns out the most men in uniform and mounted. Below is a programme of the races and a list of prizes:—

1. One-mile race, 3.20 class: \$25 gold medal to first, \$15 diamond League pin to second, \$7.50 garnet League pin to third.

2. Two-mile club championship: \$35 gold medal to winner.

3. One-mile scratch race: \$25 gold medal to first, \$12 gold, satin-lined jewel case to second.

4. Two-mile tricycle race: \$25 gold medal to winner.

5. Two-mile handicap race: \$30 chronograph fly back watch to first, \$12 ball pedals to second, \$6.50 "King of the road" lamp to third.

6. One-mile combination race, to be run as follows: Ride one eighth mile, mounting from scratch without assistance; run one eighth mile, pushing machine forwards; ride one eighth mile; run one eighth mile, pushing machine backwards on large wheel, little wheel in air; ride one eighth mile; ride one eighth mile without hands; run one eighth mile, pushing machine forwards; run one eighth mile to finish, carrying machine. (Contestants to be thoroughly informed as to changes by men at the eighth mile poles.) \$15 diamond League pin to first, \$8.00 Evening Star lantern to second, \$3.50 Hill and Tolman bell to third, \$2.00 Acme bicycle stand to fourth.

7. Five-mile scratch race: \$35 gold medal to first, \$25 card receiver to second, \$10 silver cup to third.

8. Three-mile State championship race: \$50 gold medal to winner.

9. Ten-mile handicap race: \$100 gold watch to first, \$50 silver cup to second, \$25 bicycle sundries to third.

10. Consolation race, for riders who finished in previous races, but won no prizes: \$25 silver cup to first, \$7.50 League pin, second, \$2.00 year's subscription to *Wheelman*, third.

The evening will be occupied with club drills and exhibition riding at the rink. Drill prizes, first, \$25 full nickel and engraved bugle; second, \$15 brass bugle. Fancy and trick riding, prizes, first, \$50 tilting ice pitcher; second, \$25 clock.

Wilmot and Sewell, champion double riders of the world, will give an exhibition of their riding at the rink in the evening.

LONG-DISTANCE riders, who want to try their hands at one hundred miles, will have an opportunity to do so on the track at Washington, D. C., on 27 October. This course is now in splendid

condition, and at the time fixed, cool weather, no wind, and everything favorable for fast time is probable. This race will establish some American path records from fifty to one hundred miles. Gold medals to first and second, silver to third. Special gold medal to rider covering furthest distance without a dismount, and a silver medal to every man riding the full distance. We hope to see Midgley, Pettus, Jenkins, Barclay, Corey, and others among the starters.

Challenge.

I, R. JAMES, of Birmingham, England, hereby challenge John S. Prince to a ten-mile bicycle race for the championship and \$250 a side; race to be run within three weeks of signing articles on any fair track, Springfield preferred. Enclosed find \$10 as an earnest of my intention. R. JAMES.

BOSTON, 22 September, 1883.

Challenge.

To the Editor:—As there were no fancy and trick contests at the Springfield meet, and the title of champion being now claimed by several riders, I hereby challenge Harry W. Tufts, of North Attleboro', or Rex Smith, of Washington, D. C., or any other rider, to a contest for the championship of the world and any amount in excess of \$50, said contest to include fancy and trick riding on the modern bicycle, with or without rear wheel and backbone. Time and place of meeting may be arranged after this challenge is accepted; and as a guarantee of good faith I will make a deposit of \$50, providing the party accepting will do the same. The above challenge will remain open two weeks from date. D. J. CANARY,

Champion of the World.

Canton, Ohio.

At the Stark County Agricultural Society's fair, held at the above place, 28 September, a two-mile bicycle was called at 2 P. M. Entries, Cyrus Fockler, 52-inch Star; Frank Menches, 52-inch Expert; Geo. Eister, 57-inch Star; Henry Eister, 52-inch Star. Fockler won first prize, silver watch; Menches, second, cradle spring; Geo. Eister, third, cyclometer. The latter is the man ruled out at Medina recently. He is a speedy one, but had a fall at the start that nearly disabled him. Twelve members of the Canton Bicycle Club attended the fair in a body on 27th, and performed a few evolutions on the race-track to the delight of a crowd of 10,000 people. Our club is flourishing, and much interest is manifested in 'cycling hereabouts.

C. S. COCK.

WE shall give a full report of the Brockton races next week.

A SIX-days' twelve hours each day professional race will be held in Chicago in the Madison Street Garden, commencing at twelve noon on 22 October, and finishing at twelve midnight on the 27th. Morgan, Woodside, Young, Prince, and Higham are entered.

'CYCLING INSTITUTIONS

Mr. C. C. ROSSBERG has been appointed L. A. W. consul for New Britain, Conn., and will be pleased to give any information in his power. Mr. Rossberg is quite a road rider, and week before last two hundred and ten miles, including a trip to Springfield.

A MEETING of Indiana wheelmen was held in Indianapolis, 26 September, to organize a State division of the L. A. W. There were but few present. The following officers were elected: President, L. M. Wainwright, Noblesville; vice-president, G. W. Fay, Pittsboro'; secretary and treasurer, M. F. Robinson, Indianapolis. The rules of the L. A. W. were adopted. L. H.

The International Club.—An Important Move.

At the Birmingham meeting of the 'Cyclists' Touring Club, held at the Grand Hotel, on 8 September last, Chief Consul Weston proposed and Chief Consul Sturme seconded a unanimously carried motion appointing a committee of five, of which committee the president of the club is chairman, to consider and report to the council for their action as to the advisability of such additions or alterations to the by-laws of the club as may more effectually cover and enhance the international features of the organization. The committee consists of J. L. Varley, president, C. R. Maddox, H. Sturme, T. S. H. Walker, and Frank W. Weston.

The committee was instructed that while the local self-government of foreign divisions of the C. T. C. should be secured to them, such self-government must not be in any way contrary to the interests and purposes of the club at large. A federation of all present and future foreign divisions in one grand international club is to be the object aimed at.

A meeting of consuls in this country to appoint an American committee to correspond with the committee in England on this important subject will be called by Chief Consul Weston as soon as possible on his return. Mr. Weston sailed from Liverpool on the "Batavia," on 26 September, and may therefore be expected home about 7 October.

A MEETING of the L. A. W. racing board was held at Philadelphia Saturday. Present, Messrs. Gideon and Jenkins. Several changes were made in the race regulations. The powers of the referee were extended, and the judges' duties restricted simply to a decision as to finish. Races to be started and judged by the driving wheel of machines. Costume defined to

mean that at least shoulders and knees shall be covered by pants and shirt. The board will recommend that the League have charge of its own championships, and hold the races at the annual meet.

The fall meeting of the Massachusetts division of the L. A. W. will not be held until some time about the middle of October. The programme will consist of a run of about twenty-five miles, a dinner, and a business meeting after the dinner.

Transportation.

THE Union Pacific Railway, controlling 6,000 miles of road, issues circulars to its baggage-men to carry bicycles free in luggage cars at owners' risk.

B. B. AYERS.

WHEEL CLUB DOINGS

THE Charlestown Bicycle Club held a meeting last Tuesday evening, 25 September, and voted to give a ball about the 1st of November, and on the 1st of December to give a grand concert, engaging the Emerson concert company for that purpose.

THE Clinton Bicycle Club has elected the following officers for six months: President, William H. Benson; captain, Halsey Giles; sub-captain, John V. Leland; secretary and treasurer, Nathaniel L. Howe; bugler, Leroy C. Amsden; guide, Dean Moulton. The club has a membership of fourteen.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of 'cyclists' will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of 'cyclists' will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for 'cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. L. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

APPLICATIONS.—Louis James Mitchell, Delaware, Ohio; Wm. Mitchell, Delaware, Ohio; Rev. H. D. Weston, Lowell, Mass.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

A. H. SCATTERGOOD.—Have done as requested.

L. H.—We will keep you posted through THE WORLD of how the machine progresses. Expect to see one in a few days. Thanks for news.

F. A. F., Lowell. — Very sorry it should have happened so, but trust you will excuse us this time. Thanks for posting us.

A. H. W. — The word Ixion is pronounced with the long sound of i in the second syllable.

GEORGE. — The referee should express no opinion or give a decision until called upon to do so by the judges. If the judges are united in their opinion, the referee is not called upon to act, and cannot reverse their decision. It is wholly out of character for a referee to act as timer or scorer, though he can very properly hold a watch and keep a score to check the regularly appointed officials.

FIXTURES

Saturday, 6 October:

Boston Bicycle Club, one hundred miles road race, open to all amateurs.

Tuesday, 9 October:

Newton Club, run to West Newton to attend monthly meeting.

Wednesday, 10 October:

New Haven Bicycle Club, fourth annual tournament and race meeting.

Saturday, 13 October:

Newton Bicycle Club, moonlight run, starting from Eliot block, Newton, at 7.30 P. M., a run will be taken through Brookline and Jamaica Plain.

Monday, 22 October:

Seventy-two-hour race at Madison Street Garden, Chicago, for professionals, commences at twelve noon, twelve hours each day.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 48-inch full-nickelled American Star bicycle, with power-trap attachment, never before run five miles; will sell for \$100 and pay freight on it. Address, C. A. SMITH, Manchester, N. H.

FOR SALE. — A 54-inch Expert Columbia bicycle, spokes, felloe, and backbone black enamel; cranks, pedals, head and handle bars, nickelled; used only three months; price, \$125. Address, GEO. F. LEWIS, 72 Wabash Avenue, Chicago.

FOR SALE. — One 48-inch Parallel Bearing Standard Columbia bicycle, been run about fifty miles; cost new, \$87.50; will sell the same for \$67.50. WILLIAM CRAW, Springfield, Mass.

FOR SALE. — One 52-inch full-nickelled Special Harvard, been used about three weeks, good as new; price, \$115. ALBERT CHAPEN, Springfield, Mass.

WANTED. — Any one wanting a Victor Rotary tricycle to write to T. B. RAYL & CO., Detroit, Mich.

BICYCLES ON THE INSTALMENT PLAN!!

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says: — "In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

HARWOOD'S

SAFETY STEP



No. 5.

The cut No. 5 represents the style specially adapted to the American Sanspareil, but equally applicable to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD,

P. O. Box 1252.

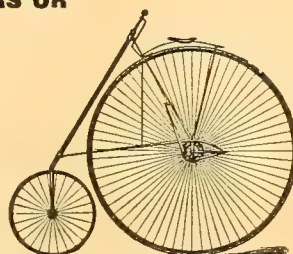
Worcester, Mass.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. F. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

A SUPPLEMENT

Will be issued about 1 October which will contain the amended constitution and rules of the L. A. W., new officers, new clubs, latest records, etc.

LYRA BICYCLICA. — FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

MISSOURI WHEEL CO., 12 St., near Olive St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BOYS' BICYCLES. — Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

Springfield Meet Tricycle Races

WERE ALL WON ON

Victor Tricycles.

ONE-MILE CHAMPIONSHIP RACE.

W. W. STALL, riding a "Victor"	3 min. 33	sec.
A. G. POWELL, "	3 " 34 1-5	"
L. H. JOHNSON, "	3 " 34 3-5	"
C. D. VESEY, " "Coventry Rotary"	3 " 48	"
— WOOD, " "American Roadster"	Distanced.	

FIVE-MILE RACE.

L. H. JOHNSON, riding a "Victor"	18 min., 35 sec.
A. G. POWELL, "	18 " 38 "
T. MIDGELY, " "Columbia"	18 " 51 "

Illustrated Catalogue 3 Cents.

MAKERS, OVERMAN WHEEL CO. - - - HARTFORD, CONN.

FIRST and ONLY exclusive Tricycle Makers in America.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH. Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

FULL NICKELLED. Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers. Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short Coat or Cape, covering the body but not interfering with wheel. Leggings, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. Cap Cover or Hat; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a Saddle Cover, with which machine may be exposed to rain and saddle remain dry. A Double Heavy Cover is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and EASIEST RUNNING machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,**509 Tremont Street, Odd Fellows' Hall,****BOSTON, MASS.**

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 12 OCTOBER, 1883.

Volume VII.
Number 23.

YOUR NEW SADDLE

SHOULD BE A

VICTOR SADDLE

New Model. Best Materials. Perfectly Adjustable. Any Desired Tension can be had. Any distance between Leather and Frame. Should last for years.

Price - - - - \$4.00.

— MAKERS —

OVERMAN WHEEL CO.,

HARTFORD, Ct.

THE NEW
BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Layton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

— FACTORIES. —

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS,

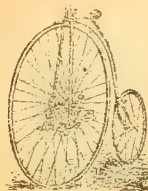
THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

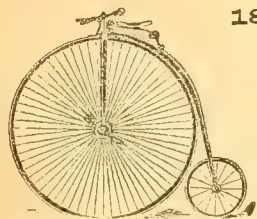
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

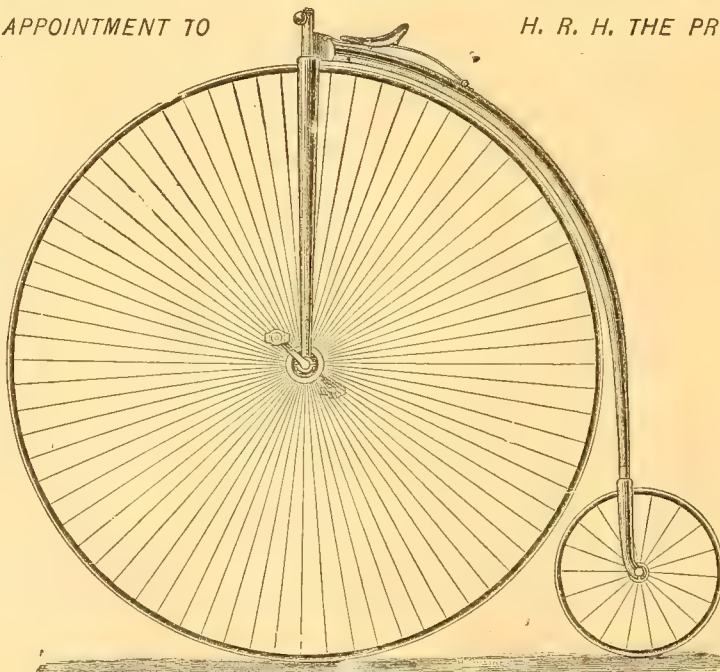
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kil-dare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—
"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......50
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions \$1.50 each.
ENGLISH AGENCY.—H. Fotherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor
C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 12 OCTOBER, 1883.

CONTENTS

Editorial: Tricycles; Notes	303
Patents	304
London to John o'Groats	304
Springfield Meet	304
Correspondence: Springfield Records and Races; The Foster Protest; Exhibition Races; Route	305
Currente Calamo	305
Racing News: One Hundred-Mile Race, 306; Buckton, 309; Notes	306-10
Wheel Club Doings	310
C. T. C.	310
Fixtures	310

TRICYCLES.

THE construction of tricycles renders them capable of great adaptability to the different conditions under which they may be placed. They can never probably be ridden as fast as the lighter and more graceful bicycle, but for many practical purposes they have some peculiar advantages which are readily appreciated by all who understand the principle of

their gearing. There are other reasons, such as greater stability, increased carrying capacity and safety, which render them, for many purposes, more practicable than the bicycle. Safety we do not consider the strongest argument in their favor, as there are quite a number of two-wheeled pedomotive machines that overcome the only dangerous falls experienced by riders of the bicycle proper, viz, "headers." But to return to the question of gearing. If the tricycle could only be ridden like the bicycle, that is, if one revolution of the crank caused one revolution of the wheel, the tricycle would find its increase somewhat retarded. To be sure the wheels could be reduced or increased in diameter to meet in a measure the needs of different riders or roads. But this would be but a makeshift, and would bring with it many disadvantages. For instance, a weak rider in a hilly country, or where the roads are poor, would need to gain the requisite power ridiculously small wheels, perhaps even smaller than would be possible, for the axle must be high enough to allow the heels to clear it when rotating with the cranks. If power was not so necessary as speed, the wheels could be increased to almost any size, but they would be weaker and add very materially to the weight of the machine. Lightness within reasonable bounds is as desirable in a tricycle as in a bicycle, so the makers have found that it is best to adopt some particular size of drivers, and rely upon the mechanical gearing to secure either power or speed, as may be desirable. What this size shall be is a mooted question, though among the standard makes of roadsters they vary but little, generally running from forty-six inches to fifty inches in diameter. The latter size is that chosen by both our American manufacturers as being preferable on account of looks, and for the reason that they roll over obstructions with less jar. Whether or not they have chosen the best size we are not prepared to say, and will give them the benefit of the doubt, believing that they will reduce the size should it be found desirable to do so. By a change in the size of the lower cog wheel, a tricycle can be so geared that almost any degree of speed or power may be attained, and this is to our mind one of the greatest advantages which the tricycle possesses. The strength and quickness of different riders, the condition of the roads in any

locality, and the prevalence of hills or levels in any section can be catered to to a nicety by this method of gearing up or down. If the rider is light, lithe, and active, and possessed of quickness, but lacking power, he can have his machine so rigged that she will be placed on an equality with his heavier, stronger, but more logy brother. So if the roads are on the average poor, and riding is bad, the machine can be so geared that its ease of propulsion will be greatly increased. For hilly country, too, a tricycle may be built, which will overcome with comparative ease grades which on a differently geared machine would be insurmountable. In addition to this advantage, the tricycle may be fitted with an arrangement whereby two speeds can be obtained at will, and even greater comfort and adaptability obtained. We have tried to a considerable extent a two-speed gear which is wonderfully effective and forcibly illustrated the advantages which we claim. The tremendous force attained by the low gear enabled us to ride up hills and through sand with ease that would have taxed to the utmost the powers of any bicyclist or tricyclist riding a higher geared machine. When the roads were level and good the higher gear was applied, and we could bowl along with greatly increased speed, for our readers must understand that with very low gears speed is almost impossible. It is rather interesting to find when using the low gear that your feet are travelling at a three-minute gait, while the machine itself is moving at the rate say of four miles an hour. The conclusion we would arrive at, and the point we would impress upon our readers is, that if a tricycle is properly geared for the purpose it is to fill, it will be found a pleasant, practicable, and safe vehicle, but if it is geared either too high or too low it will prove a delusion and a snare.

SOME of our amateurs have laid themselves open to criticism and protest by the ignorance of promoters of entertainments where they have given exhibitions of fancy riding. It is not unusual to see advertisements reading that "Professor" So and So will give an exhibition of fancy riding. Some wheelman sees it, and immediately draws the conclusion that Mr. So and So is a professor, and paid for his services. We would advise all amateurs who do give exhibitions of this kind without remuneration to be care-

ful and have the word "professor" expunged from all advertisements and programmes, as it may save them trouble and annoyance in proportion to the value they place upon their amateur standing.

THE wide-spread interest in 'cycling was illustrated, a few days since, in a very forcible and exceedingly pleasant manner. A friend of ours, by a constant shifting of residence, had lost track of some relatives in England, and had not heard from or seen them for seven years. They knew not his whereabouts, and were unable to communicate with him. Several weeks ago our friend joined the C. T. C., and his name appeared, in course of time, in the monthly Gazette of the association. A few days since he received a letter from his relatives in England, who, it seems, are 'cyclists and members of the Touring Club, and seeing his name in the Gazette, were thus enabled to communicate with him.

WE noticed, a few weeks since, that the city of Cambridge had made a large contract for gravel for the repair of roads. We have visited that classic city, and find that some of the streets are being much improved, which will be welcome news to any one who has occasion to ride in that city. Some of the roads still remain in a miserable condition, but we have hopes that they will soon be taken in hand and repaired. Speaking of Cambridge reminds us that Harvard is to have a fine cinder track, and if any enthusiasm is shown among the members of the Harvard Club, we shall doubtless see an increase of interest among the colleges in bicycling. If the same amount of enthusiasm could be created among the students of the various universities as is felt in other sports, we are of the opinion that the cause would be materially strengthened. Harvard ought to take first place in 'cycling, as it has some very fast men among its students.

AFTER all the discussion which has taken place regarding the amateur rule, its construction and interpretation, it does seem as if it should be universally understood. At the Brockton races, Finley, of the Eagle Club, of Boston, was protested on the ground that the Eagle Club had professionals in its ranks. It was claimed that this fact alone rendered him a professional. We wish to state, and to

state it emphatically, that such is not the case, and professionals and amateurs can belong to the same club without rendering the latter, necessarily, of the same status as the former. It may be that the fact would render any member of such a club liable to suspicion, and the judges would be justified in requiring proof that none of the rules had been broken. In support of our position we might say that even England, with all its strictness, does not go as far as this. On the contrary, the 'Cyclists' Union, which is the legislative fountain-head, and has framed the so-called "recognized" rule, admits professionals to its ranks. We think the judges erred in not rendering a prompt decision, as the case is a clear and simple one.

IF the proprietors of our esteemed contemporary had devoted a little of their time to consulting the laws of the postal department last spring, and not given it all up to pulling wires and canvassing for votes to "cut the throat of the WORLD," they would have known that the contract they undertook was more than they could carry out. They would have found the following law on the books:—

"The list of legitimate subscribers to entitle a publication to entry as second-class mail matter must be composed of those persons only who themselves make and pay their subscriptions. A subscription forced by reason of membership in an association does not come within this designation. The subscription contemplated is one voluntary and absolutely distinct from membership or dues in any association, society, church, party, or trade organization."

Had the proprietors of our e. c. seen this law we hardly think they would have made the offer they did, and it remains to be seen whether they will carry out their contract, after having been paid the stipulated price by the League, or whether they will throw it up and leave the League in the lurch.

THERE can be no objection to road races in America if they are conducted as well as that of Saturday last. The men attracted no attention beyond what would be occasioned by any bicyclists wheeling along the road, and there was none of that splurge and bluster incident to horse racing. The success of the first road race guarantees many more.

Patents.

THE following recent patents, issued

from the United States Patent Office, are reported for THE WORLD by Henry W. Williams, Esq., solicitor of American and European patents, 258 Washington street, Boston:—

No. 285,821. Bicycle. Wm. Klahr, Myerstown, Pa. Has small wheel in front.

No. 285,891. Bicycle saddle. Harrie B. Hart, Philadelphia, Pa. Is adjustable vertically and longitudinally, and has two supporting springs, front and rear.

No. 285,933. Alarm bell for bicycles. Harold Serrell, Plainfield, N. J. Has a clockwork mechanism whereby a continuous alarm may be sounded at will on a gong.

No. 285,946. Tricycle. Wm. Asbury, Boston, Mass. A double U-shaped body iron for supporting seat and handles.

London to John o' Groats on Tricycle.

MR. ALFRED NIXON left London 11 September, at 12 M., for the most northern point of Scotland, the distance from the metropolis being about seven hundred and fifty miles. He reached John o' Groats, Friday, 21 September, at 11 A. M., the time being 8d. 23h. Average distance per day, eighty-four miles, which is a very creditable performance, considering the adverse character of the weather, which was windy and rainy. The machine ridden was a Sparkbrook National, which Mr. Nixon says stood the test splendidly, not even a nut working loose. If the records we have by us are correct, this record beats any ever made on a bicycle from London to J. o' G.'s.

The Springfield Meet.

THE Springfield Club have been figuring for a week and know pretty well where they stand. The exhibition paid, the fireworks paid, the races paid, of course, but the camp and illumination were losing ventures. The total receipts were over \$20,000, and the tickets show that something over 40,000 people were admitted to the park. The loss on the illumination was trifling, but that camp and dining-tent deficit makes the boys shiver. Roughly stated, the camp and dining-tent account is as follows: Expense \$7,200, receipts \$1,000, deficit \$6,200. It is needless to remark that the fellows who predicted that the camp would be a gigantic failure are now very numerous. The boys are blamed for bad management, and it does seem a pity that they guaranteed a caterer a definite number of plates. Before the tournament opened, all but two or three of the tents on the park were engaged and the club believed they might safely count on feeding 1,200 wheelmen on the park. But Monday night was cold and wet, and hundreds of wheelmen very sensibly found refuge in hotels and private houses, and staid there during the tournament, not over one hundred and fifty sleeping in camp during any night. Whether, then, "the most successful bicycle meet ever held"

shall prove a financial failure partly depends on the willingness of wheelmen to pay for the tents that they engaged without occupying. Bills will be sent them, and many of them, doubtless, when they understand that the Springfield Club, after all its exertion and glory, has not earned a penny, will ungrudgingly pay what is claimed. The club, by the way, have 1,000 perfection cots on hand, which they will sell at half-price, seventy five cents apiece.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Springfield Records and Races.

Editor Bicycling World:—I have been looking over the account of the bicycle races at Springfield, as published in your columns, and so far as relates to me, it would seem that my efforts were an entire failure. In reference to the five-mile handicap referred to I will state that I have claimed the record for five miles because I was placed at *scratch* and handicapped very heavily, but made the entire distance in 15m. 40s. Again, if you will consult the records in the 25-mile race, you will find that I was ahead in the eighth, twentieth, and twenty-fifth miles. You credit Mr. Vesey with the twentieth mile, but if you will consult him you will find that he does not claim it. In reference to the foul claimed by Mr. Robinson, I must say that it was unfounded. I most positively did not take the better path until I had passed him between two and three lengths, and, at the time was going much faster than he, and therefore *did not* interfere with his speed. Mr. Vesey said that I beat him fairly, and so did Keen and Vesey's brother, — and who made the further remark that no Englishman but Robinson would claim a foul under such circumstances. The judges at the stand could not see our exact positions, as we were coming towards them; and the "paperman," to whom they allude, was in a worse position, as it threw me almost in the same line of vision with Robinson as I was passing him. All who were directly opposite the place where the foul was claimed say it was entirely groundless, and that the only trouble was, that I was going too fast for Robinson.

There is nothing in the racing rules that would prohibit my taking the pole on the home-stretch, if the path were preferable, and I understand that the rules which apply to horse racing have no bearing in bicycle racing. I feel that I have won the prize fairly and honestly, and I hope the judges will reconsider and place the honor where it belongs.

Respectfully, etc.,

CHARLES F. FRAZIER.

SMITHVILLE, N. J., 1 October, 1883.

[We expressed our opinion regarding

the time in the five-mile race last week, and do not see how we can allow the 15m. 40s. as a record unless the winner's time is altered. In the 25-mile race we credited Mr. Frazier with leading on the eighth and twenty-fifth miles, and gave him the record for the latter distance. Our notes, taken from the reporter's stand, made Vesey leader on the twentieth mile. If we remember right, in that mile Vesey and Frazier crossed the scratch almost level, so it was a matter of judgment as to which led. If the official scorers and timers gave the lead to Frazier, we shall be pleased to abide by their decision. In respect to the foul, we presume the judges decided as they thought just. It was unfortunate that Mr. Frazier should have taken the pole at all, as he had the race well in hand and a clear course. — Ed.]

The Foster Protest.

Editor Bicycling World:—In justice to a fellow-wheelman will you reprint the following from your issue of 28 September:—

"The fall meeting of the board of officers of the L. A. W. was held at Hotel Warwick, Springfield, Mass., 20 September, 1883. . . . Fred Jenkins, secretary, stated that the Maryland Bicycle Club had entered a protest against R. F. Foster, of Baltimore, for conduct unbecoming a gentleman, and he had been suspended from the League."

And this letter:—

BALTIMORE, MD., Oct. 2, 1883.

R. F. FOSTER: *Dear Sir.*—In reply to your question I beg to state that no protest against you has ever been made to the officers of the L. A. W. by the Maryland Bicycle Club, nor has your name even been mentioned in any of the club's communications to that body.

E. A. GRIFFITH,

President Maryland Bicycle Club.

Yours truly,

No. 2294.

[It may be that the wording of the report was misleading. The statement was made that "twenty-eight members of the Maryland Club" had protested, and our reporter understood that they acted as a club. From the above we judge that the members acted as individuals. — Ed.]

Exhibition Races.

Editor Bicycling World: In your last issue I noticed the account of the bicycle races lately held at Albany, and in the same I noticed a paragraph which reads as follows: "The two-mile professional race between John S. Prince and H. W. Higham, for a purse of \$200, was next on the card. As they travel about the country in company, color was given to the allegation freely made, that the race was fixed beforehand."

Now, Mr. Editor, as you are so well posted in bicycle matters, I should think you must have seen the notices which

appeared in the New York *Clipper* and *Wheel* and several other papers, to the effect that myself and Higham were going around the country giving exhibitions, and, of course, we did not deceive the public in any of our races. I don't see why THE BICYCLING WORLD should try to make the public think that myself and Higham were trying to deceive them.

JOHN S. PRINCE,
Champion Cyclist of America.

Route.

Editor Bicycling World:—I notice in your issue of 21 September a request for route from "Wilmington, N. Y., and from there via Bennington, Vt., to Albany." I can furnish part of the desired information, viz.: Route from Bennington to Albany. From Bennington take old stage road, which is in good condition, with a down grade, to Troy, then cross Hudson River via Congress street bridge, so south on street called Broadway, below the United States Arsenal, cross canal and go directly south on Albany road to Albany. Albany road is almost level and is a fine macadam.

If the rider desires one of the finest views of the Hudson Valley, a glimpse of Fritz Emmett's Castle, and a coast on one of the finest roads in this neighborhood, he can leave the Albany road four miles south of Troy, go west on Menand's road, up a steep hill to the south entrance to the Albany Rural Cemetery, then directly south, over a short piece of poor road, up a slight hill, and coast for a mile and a half, passing Emmett's Castle on the way, and running into the Albany road just north of Albany. This route is longer, but will well repay the extra labor. Resp'y yours,

J. R. TORRANCE,

Consul for L. A. W. at Troy, N. Y.

CURRENTS CALAMO

HILL & TOLMAN have just got out one of their automatic alarms expressly for the American Star.

At a regular meeting of the Springfield Club, it was voted to hold a second three-days' tournament in September, 1884.

It is expected that the visit of the Citizens' Club, of New York, to the Massachusetts Club, of Boston, will occur the 16th, 17th, and 18th of this month.

A DELEGATION from the Massachusetts Club, with eight of the Hawthorne Club, of Salem, as their guests, wheeled from Boston to Brockton to the races last week. The roads near Boston were exceedingly muddy and dangerous, but the country roads were very fine. The start was so late that they did not arrive in time to enter the parade, but witnessed most of the races.

THE road race brought out a lot of new men, and a great deal of pluck was shown.

THERE was a 30-inch bicycle in the Essex county parade at Lawrence.

THE Ramblers expect to give a social entertainment at their rooms shortly.

THE leaders in the road race rode $2\frac{3}{4}$ mile in the first ten minutes. Not bad for road riding.

RACING NEWS

One Hundred-Mile Road Race.

THE one hundred-mile road race projected by the Boston Club was satisfactorily carried out on Saturday last. Capt. Everett and his committee left no stone unturned to make the affair a success, and very much of their time was occupied during the week in perfecting the arrangements, laying out the route, getting distances, and putting up direction boards, etc. It was a noticeable fact that few of the veterans entered for the race, and seven of the ten contestants were men with reputations to make in the racing world. Thomas Midgley, who has the best record in America for long-distance riding, was looked upon as the winner from the first, though it was very probable that Rothe, the strong rider of the Boston Club, might trouble him a little, and many thought they saw in Frazier, the Star rider from New Jersey, a dark horse.

All the competitors went to South Natick Friday evening, and quartered for the night at Bailey's Hotel. They were called up at 5 A. M., and ate a hearty breakfast. At 6.30 o'clock they were started in front of the hotel, and entered upon the contest.

The following were the riders and the machines ridden: Thomas Midgley, Worcester, Rudge; Theodore Rothe, Boston, Yale; L. A. Peabody, Marblehead, Standard Columbia with parallel bearings; C. F. Frazier, Smithville, N. J., Star; J. F. McClure, Cambridge, Standard Columbia; H. T. Packard, East Bridgewater, Expert; H. T. Wheeler, Worcester, British Challenge; J. E. Wood, Beverly, Expert; Walter F. Morse, Norwood, British Challenge; C. C. Wing, East Bridgewater, Standard Columbia.

The men started out well together at a very fair pace, and stuck close together for the first few miles, when some of the poorer riders dropped slowly behind, the rest continuing on at a constantly increasing pace. At Wellesley Packard went to put on a spurt, when his handle-bar parted, and he was thrown heavily to the ground, bruising his face and spraining his wrist. A local physician attended to his wounds. He retired from the race. Peabody also came to grief here, taking a header which shook him up considerably, and bent his handle-bar badly. He pluckily remounted, and although his machine was injured by the fall, continued on after the others, and soon caught up with them. Wood also bit the dust about here and snapped his

handle-bar short off at the head. He mounted again and rode with half a bar as far as Beverly. At West Newton the party was met by W. W. Stall, who gave them a rattling pace to Lynn, which none but Midgley, Rothe, and Frazier were able to hold,—the others falling back.

At Day street, Cambridge, Freelon Morris, of the Boston Club, was stationed as check taker. He checked the men as follows: Midgley, Frazier, and Rothe, 7.38; McClure, 7.40; Peabody, 7.40 $\frac{1}{2}$; Wing, 7.40 $\frac{1}{2}$; Wood, 7.41; Morse, 7.56; Wheeler, 8.02, Stall making the pace for the leaders, Wood riding with half a handle-bar.

At Lynn Common, Mr. Bassett, of the WORLD, took the checks. Distance from starting point, $25\frac{1}{8}$ miles. The three leaders, Midgley, Rothe, and Frazier, with Stall as pace-maker, arrived at 8.28, having averaged about thirteen miles an hour from the starting point, and over fourteen miles an hour from Newton. Peabody came next at 8.33, and not far behind. At 8.35, Wood rode pluckily along with but half a handle-bar. Then came McClure at 8.40; Wing at 8.51; Morse at 9.01, and Wheeler far behind at 9.25. Stall left the party here and returned to Boston. Wing retired from the contest at this point.

At Salem, thirty-two miles, A. J. Philbrick took checks as follows: Midgley, Rothe, Frazier, 9.04; Peabody, 9.10; Wood, 9.12; McClure, 9.35.

At Rowley, $48\frac{3}{4}$ miles, Mr. J. S. Dean, of the WORLD, took the following checks: Midgley and Frazier, 10.51; Rothe, 10.56; Wood, 11.06; McClure, 11.07 $\frac{1}{2}$; Peabody, 11.16 $\frac{1}{2}$; Morse, 11.57. Rothe took a header at Ipswich, and sprained his wrist. Midgley and Frazier waited eight minutes with him, and he then remounted, riding with one hand, the other hanging useless at his side. He rode in this way to the end. McClure also took a tumble at this point, but sustained no injury. Wood stopped at his home in Beverly and put a new handle-bar into his machine, and continued in the race. Dinner was served at the Eagle Hotel in Rowley.

At a point five miles beyond Rowley was the northern limit of the route, and the turning place. Here Capt. Everett was stationed. He took checks as follows: Midgley and Frazier, 11.12; Rothe, 11.18; Wood, 11.31; McClure, 11.31 $\frac{1}{2}$; Peabody, 11.44. Wheeler stopped before getting to the turning point, and Morse, whose back gave out, turned about a mile before reaching it.

At Salem, on the return, the following were the checks: Midgley, 1.34; Frazier and Rothe, 1.50; Wood, 2.17; Peabody, 2.23; McClure, 2.56. Midgley had spurted away from Frazier, and had a good lead. Frazier has had little practice on the road, having confined himself largely to path riding. He was very much affected by the jolting on the road, and was now in poor condition. Rothe had now caught Frazier and was able to

leave him, but he remembered that Frazier had stood by him when he fell, and he stuck by him.

At Lynn, Mr. Frank M. Gilley, of Chelsea, took the following checks: Midgley, 2.15; Rothe and Frazier, 2.45; Wood, 3.07; Peabody, 3.10; McClure, 4.53.

At Harvard Square the Boston Club had men ready to bring the contestants in, and C. W. Fourdrinier was check taker. Midgley arrived at 3.51, and was taken the rest of the way with F. Morris as pace-maker. At 4.30 Rothe came, and was taken by Neilson. Rothe and Frazier stopped at Medford for a lunch, and when they came out of the hotel they were told that one of the racing men had gone along. Frazier told Rothe to go ahead and catch him, and Rothe, who had been holding back for Frazier, acted on the suggestion. Frazier was soon after taken with cramps and had to give up. He took train for Boston.

At the club-house the members were assembled to receive the men as they came in. First came Midgley, at 4.17, having made the distance in 9h. 47m. Rothe was the second to put in an appearance, with a record of 10h. 44m., and at 5.55 came Peabody, whose time was 11h. 25m. McClure finished at 7.10, in 12h. 40m.

The roads were very good for most of the distance, but a very heavy wind blew against the men on the homeward route. The prizes were a gold medal to the winner and a silver medal to the second man. A time medal was offered to any who made the distance inside of ten hours, but as none but the winner covered the distance in the specified time the medals were not required. The riders attracted little attention on the highway, and few who saw them would think them more than tourists on a pleasure trip.

ADDITIONAL NOTES.

IT is evident that the method of screwing handle-bars into the head with a shoulder is defective. We know of no end of bars thus attached that have broken under the ordinary strain put upon them while riding.

Midgley rode a plucky race with good judgment. It was amusing at Rowley going and returning after dinner to see how determined Frazier was to stick to him.

By the way, where was Frazier when the sun went down? Both Midgley and Frazier were very kind in waiting some eight minutes for Rothe, when the latter fell. The Boston Club man appreciated it, and waited around Cambridge quite a while, in hopes that Frazier would pass him and secure second place. We are glad to see such good feeling among our racing men, as it goes a long way towards the improving of our sport.

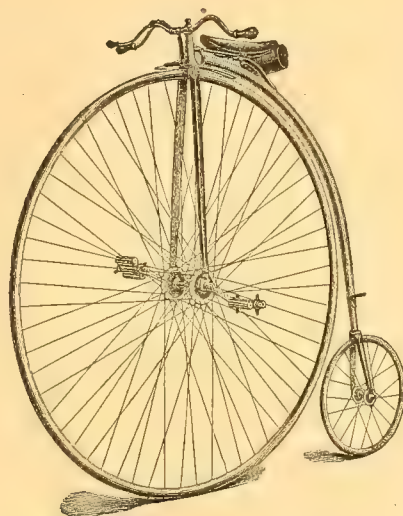
J. F. McClure, the genial representative of the *Wheelman*, convinced us that even an attache of an artistic publication knows how to ride. But for an unfortu-

WHEELMEN, ATTENTION !

All the records, from ONE to TEN miles, broken on a

RUDGE,

AT SPRINGFIELD, SEPT. 20, 1883.



The following races were also won on Ridges, at Springfield :—

- 10 Mile Amateur Championship of the United States.*
- 10 " Professional " " " "*
- 20 " Amateur Race for \$500.00 Prize Cup.*
- 5 " Inter-Collegiate Contest.*
- 1 " Amateur Championship of the United States.*
- Tug of War Race, first and second men.*

STODDARD, LOVERING & CO.

10 Milk Street - - - BOSTON, MASS.

Sole Agents in the United States.

COLUMBIA

Bicycles and Tricycles

STANCH AND RELIABLE ROADSTERS.

Expert Columbia. Standard Columbia.
Columbia Tricycle.

BALL BEARINGS ALL 'ROUND.

The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skillful Workmanship and Scientific Construction can produce.

Bicycle and Tricycle Lanterns.
Bells, Whistles and Bugles.
Columbia Pedal Slipper.
Bicycle Bundle and Book Carrier.
Multum in Parvo Bag.
The Acme Stand, Cyclometers, and every variety of American and Foreign Bicycle and Tricycle Sundries.

Send Three Cent Stamp for Illustrated (36 page) Catalogue.

The Pope Mfg. Co.

597 Washington St.

BOSTON, MASS.

SPECIAL NUMBER SUPPLEMENT
NOW READY.

— CONTAINS —

New League Constitution and Rules,
New Racing Rules,
Additional Clubs,
New Records,

— MAKING THE —

SPECIAL NUMBER
CORRECT TO DATE.

PRICE 5 CENTS.

BY MAIL, 6 CENTS.

Special Number and Supplement, 30 Cents.

E. C. HODGES & CO.

THE IDEAL BICYCLE,

Manufactured by

R.P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

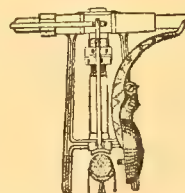
This is what the trade has needed,—a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Ask your Bicycle Dealer for the
PERFECTION BICYCLE ALARM.
AUTOMATIC, INSTANTANEOUS.

MANUFACTURED BY
THE SERRELL ALARM CO.
161 and 163 Clymer St., Brooklyn, E. D.
Send for Circular.

nate fall just before the Eagle House was reached, he would have done better.

Capt. Everett did some hard but effective work in laying out the route, and in placing the guide boards. The distances have also been accurately cyclometered. We think the League make a great mistake in not erecting permanent boards at the principal turnings.

The Boston Bicycle Club wishes to thank Messrs. Philbrick, of Salem, Bassett, of the WORLD, and Gilley, of Chelsea, for their efficient aid as check takers, and also to the various riders who rendered any aid to the competitors.

The race was prolific in the number of headers, but no one, we believe, was seriously injured.

A travelling vendor of "Emerson's Golden Seal, the great Vitalizer," who was stopping at the Eagle House, will entertain the company around the fire of many a wayside inn during the winter with a graphic account of the great "besickle" race.

Road races have one value, they secure accurate measurements.

Morse went off the road at Cambridge and lost some ten or fifteen minutes, but finally, meeting Morris, was properly checked at Day street, and after that followed the tracks of those in front of him.

Wood turned up Monday. He passed the Medford House when Frazier and Rothe were eating their oysters, and would have made a strong pull for the second place, but he got off the road at Medford square and found himself at Somerville. He came to Boston and took the 5.15 train at the Eastern depot for Beverly. He lost an even chance for second place, and was sure of third place had he kept the road.

When Rothe got to Harvard square, after leaving Frazier, he ascertained that no one had passed, and so he waited eight minutes for Frazier to come up. As Frazier did not appear, he went on alone.

Brockton, Oct. 3.

THE clerk of the weather played the same game on Brockton that he so successfully played on Springfield, for on the day before the meet he opened the flood-gates of the heavens and showed no sign of closing them. But he did close them, and laid out a day for the wheelmen that could not be improved upon if they had chosen. The bicyclists began to gather during the forenoon, and reported at the headquarters of City Club. Here they were received and registered by Capt. Swasey, of the Brocktons, Briggs, of the City, and Johnson, of the Union. The following clubs were registered: Boston, Massachusetts, Ramblers, Newton, Brookline, Pawtucket, Worcester, Millbury, Cambridge, East Bridgewater, Lowell, Eagle, Natick, Attleboro', Lynn, Waltham, Scotland, of Bridge-

water, Weymouth, Crescent, Salem, Taunton, Springfield, Tremont, Columbia, Union, City, Brockton.

At 12.30 P. M. the wheelmen gathered in Brockton Theatre to partake of dinner, previous to which brief remarks were made by Mayor Packard and Hon. H. W. Robinson, president of the agricultural society. The eatables having been disposed of, machines were mounted, and a line was formed under the direction of Chief Marshal Johnson, and, after a brief parade through some of the principal streets, the track was reached, where a large crowd had assembled on the grand stand and in carriages to witness the races of the afternoon. There were one hundred and thirteen bicycles and two tricycles in the line.

The opening event of the tournament was a five-mile dash for the championship of Plymouth County and a \$75 gold medal. The contestants were H. A. Carr and Silas Howe, both of the City Club. Carr won in 19m. 47½s.

Two-mile race, best 2 in 3. First heat: E. P. Burnham (1), 6.12½; A. H. Robinson (2); Chas. Frazier (3). Chas. Fiske (4). Second heat: E. P. Burnham (1), 6.25; Chas. Frazier (2); A. H. Robinson (3). Robinson slipped his pedal in the second heat, and went over the handle bar. The loss of the second heat made him tie with Frazier, but the men preferred to draw lots for second place to running off the tie, and the second prize fell to Frazier.

One-mile handicap, 2 in 3. The handicaps were drawn by W. W. Stall, who placed the men as follows: Burnham, scratch; Robinson, 25 yards; Frazier, 50 yards; F. L. Dean and C. S. Fiske, 75 yards; Bert Pressy, H. C. Piper, G. F. Crosby, 100 yards; Gus Freeze and Wallace Finley, 150 yards; Geo. E. Cain, H. D. Lombard, W. G. Smith, J. W. Wattles, Fred. F. Seavey, N. G. Norcross, S. S. Mott, F. A. Beckford, H. A. Carr, H. Edgerly, 200 yards. Neither Burnham nor Robinson would accept their positions, and the race was run without them. First heat: Edgerly (1), Dean (2), Wattles (3). The second heat was a repetition of the first.

One-half mile race, 2 in 3. First heat: A. H. Robinson (1), 1.30½; E. P. Burnham (2); Chas. Frazier (3). The second heat was a repetition of the first. Robinson's time, 1.28.

Two-mile dash for Stars. Frazier (1), 7.08; Pressy (2), Norcross (3), Clapp (4).

One-mile tricycle, 2 in 3. E. P. Burnham won two straight heats in 3.40½ and 3.35. W. W. Stall took second place in both heats, but did so much coasting business on the homestretch that his time was not taken. F. Morris rode a roadster, and was distanced, though he rode a plucky race.

One-half mile without hands. Burt Pressy (1), 1.37; Fred Brigham (2); Geo. E. Cain (3).

In the consolation race, half-mile dash, there were five prizes: Silver watch, Auburndale timer, ball pedals, Hub lan-

tern and L. A. W. badge. G. Fred Crosby, of Newton (1); E. P. Marshall, of Brockton (2); Wallace Finley (3) L. B. Gould (4); Gus Freeze (5).

A local club race finished the day's sport. This was between the City and Union Clubs, and was won by the City Club.

The races proved very interesting, and the fact that the programme contained none but short races did much to accomplish this end. Protest was entered against Finley, on the ground that he belonged to a club whose captain was a professional, but it was not allowed. The officers were: Referee, E. F. Tolman; judges, C. W. Fourdrinier, W. W. Stall, Abbot Bassett; timers, F. H. Johnson, G. C. Holmes; scorers, P. L. Aubin, E. M. Ferris; starter, W. M. Pratt; clerk, C. A. Swazey.

In the evening a ball was given by the City Club in the Brockton Theatre, which was largely attended by local and visiting wheelmen. Previous to the dancing the successful competitors of the afternoon were presented with their prizes, and an exhibition of fancy riding was given.

BUFFALO, N. Y.—The race meeting of the Buffalo Club, which was postponed from 13 September, was held 26 September. The tournament was preceded by a parade of wheelmen through the principal streets of the city, and concluding at the park. A drill by fourteen members of the Buffalo Club opened the exercises of the day after which the races were run off as follows: One-mile club members who have never won a race: R. J. Cant, 4m.; H. H. Hayford, 2; A. C. Spawn, 3; S. W. Stickney, 4; W. K. Jackson fell at the three quarter pole. One-mile, club, best 2 in 3 heats: J. S. Hedge won two straight heats in 3m. 40s. and 33m. 47s.; C. F. Hotchkiss, 2; J. B. Newman, 3. Five-miles: D. N. Milley, 18m. 57s.; C. A. Ward, 2; M. F. Schafer, 3; G. H. Terry, 0; W. R. Barnum, 0; R. H. James, 0. Slow race, 100-yards: R. A. Punnett, 1; E. A. Cornwall, 0; H. E. Drullard, 0; R. H. James, 0. Fancy riding: R. A. Punnett, 1; W. A. Turpin, 2; E. A. Cornwall, 3. Three-mile, club: D. N. Milley, 11m 46s.; C. B. Woodruff, 2; C. F. Hotchkiss, 3; R. H. James, 4. Double fancy riding: W. A. Turpin and E. A. Cornwall, 1; R. A. Punnett and partner, 2. Two-mile: D. N. Milley, 7m. 16½s.; J. S. Hedge, 2; M. F. Schafer, 0; W. R. Barnum, 0; R. H. James, 0. One-mile, tricycle: H. H. Hayford, 4m. 21½s.; C. B. Woodruff, 0; J. E. Dancelson, 0.

WASHINGTON, 4 October.—Three-mile race, 2 in 3: John Keen (1), 9.48½, 10.13; J. S. Prince (2), 9.48½, 10.13½. Second day, 3 October. One-mile, 2 in 3. John Keen won the first heat in 3m. 3½s. Prince won the second heat in 3m. 7½s., Keen passing the cord half a second later. Prince also won the third heat and the race in 3m. 6½s. Keen quarter of a second behind. Higham came in third in each heat. The five-mile race was

between Hanna and Borden, of Washington, and was won by Hanna in 16m. 47½s., Borden crossing the line in 16m. 47½s.

THE Binghamton (N. Y.) Club held a race meeting 4 October. Owing to a severe raw wind no very fast time was made. The first race, for a cyclometer, was a one-half-mile dash, which was very hotly contested, Fred Lyon winning in 1.40, C. H. Rogers a good second, Fred Hinds third. In the one-mile race, prize a gold badge, five of the club entered. C. E. Titchener won very easily in 3.38, Lyon second, 3.45; Rogers third, 3.47. Then followed a slow race, which was won by W. H. Stone. A three-mile race, in which there were four entries, ended the contest. The prize was a valuable club badge, which was won by Rogers in 12.40, though it was evident that Titchener could have won if he had wished to, as he slacked up on the finish and allowed Rogers to pass.

PLYMOUTH, N. H., 27 September. Grafton County Fair: Parade and races, twenty-four wheelmen in line. One-half-mile race, best 2 in 3 heats. Sanctioned by the L. A. W. F. A. MacMaster, Nashua (1), bicycle lamp; M. Sheriff, Manchester (2), MacDonnel cyclometer; F. O. Moulton, Manchester (3), pair pedal slippers. Referee, E. A. MacQuestion; judge, C. A. Smith, of Manchester; timers, C. A. Smith, Manchester. D. Putnam, Fishersville; starter, F. E. Blodgett, Plymouth; clerk of the course, C. D. Batchelder, Lancaster.

THAT flourishing club, the Maryland, gives its annual races at Oriole Park, Baltimore, on Saturday, 25 October, at 2.30 P. M. The new cinder path, on which several hundred dollars have been spent, is now in fine condition, the weather at this season in Maryland is all that can be desired, and everything promises a successful meeting. Of the nine events on the programme, three are open to all. They are, a three-mile handicap, a two-mile scratch, and a half-mile ride and run. The first and second medals for these three events cost \$127, and are well worth any wheelman's efforts. Fred Jenkins is the handicapper. The one-mile State championship is open to residents only. The return invitation race to the Capital Club, of Washington, is a mile handicap, and promises to be a lively affair. A special race is also given to the Lafayette Wheelmen, of Baltimore. The other three events are club races, including the annual five-mile championship now held by A. B. Harrison. Several northern wheelmen have expressed an intention to compete, and spend the following Sunday either in Baltimore or on the asphalt at Washington.

THE one hundred-mile path race at Washington, D. C., is set for Friday, 26 October, starting at 8.30 A. M. This race is intended to secure records, and

is strictly for glory, no pretensions being made to give costly medals. The well-known enthusiasm added to the experience of the Capital Club, insure a well-managed affair throughout. The path is one of the fastest in the country.

PRINCE has sent \$50 to the *Clipper* as a deposit for a race with James.

MR. PRINCE is free to admit that he is giving exhibition races with Higham.

ED. PETTUS, of Brooklyn, wants to meet the peerless Pitman on the racing path. He thinks he can beat him, and has issued a challenge for a race from a yard to a hundred miles for a prize valued at \$25.

AT the close of the ten-mile amateur championship race at Springfield, President Ducker cabled to Henry Sturme, of Coventry, England, the editor of the *Cyclist*, informing him that Hendee had won the race, beating Robinson easily. Mr. Ducker is now in receipt of a letter from Mr. Sturme in which he says that he is surprised that in beating the Englishman the ten miles was not covered in thirty minutes or less.

HENDEE will study under Dr. Tyler, of New Haven, this fall, and enter Yale College at the opening of the winter term.

WHEEL CLUB DOINGS

THE most pleasant evening ever passed by the Boston Ramblers Bicycle Club was enjoyed at the residence of Mr. W. R. Noon, Friday. Some fifteen or twenty members were present, and they all united in saying that they had never had a better time. The evening was passed in a social way and in doing justice to a most bountiful wine supper. During the evening Mr. Noon's little three-year-old daughter was introduced to the boys, and they were so charmed with her that they there and then made her an honorary member of the club, and in future she will be known as the Ramblers Club baby. The Ramblers is the only club in the city that possesses a club baby, and they are all thoroughly delighted with their acquisition. — *Globe*.

AT a meeting of the Salem Bicycle Club, Wednesday evening, the following officers were elected: President, Frank P. Symonds; vice-president, Robert H. Robson; secretary, Charles H. Odell; treasurer, Arthur N. Webb; captain, Frank P. Ingalls; first lieutenant, James S. Safford; second lieutenant, Francis B. Carleton; bugler, Thomas Courtis. The club is in a flourishing condition, both financially and otherwise. It was formed from part of the Hawthorne and Atlantic Clubs and was the proper material for a successful club. It has recently made large accessions to its membership, and the members have all joined the L. E. C. W. At the last meeting it was voted to hold a dance at Hamilton Hall on the evening of 14 November.

THE Trojan Wheelmen, of Troy, N. Y., have leased the old Lyceum Hall, on Third street, and are having the interior handsomely fitted up. In addition to the necessary track for riding, they are having a tennis court arranged in the centre of the hall, which will be used for playing lawn tennis three evenings in each week. The rooms adjoining the hall will be carpeted and upholstered. The club will give an opening reception when the rooms are completed.

THE Clinton Bicycle Club has elected the following officers for six months: President, William H. Benson; Captain, Halsey Giles; sub-captain, John V. Leland; secretary and treasurer, Nathaniel L. Howe; bugler,

Leroy C. Amsden; guide, Dean Moulton. The club has a membership of fourteen.

THE Salem Bicycle Club has adopted a club badge. It is of silver, and consists of a wheel surmounted by a streamer, with the name of the club engraved thereon.

AT the regular monthly meeting of the Lancaster Bicycle Club, on Thursday, 27 September, F. A. Ashy tendered his resignation as secretary and treasurer of the club, which was accepted and Will. B. Youngman was nominated and elected to fill the vacancy until the next election of officers.

AT the fourth annual meeting of the Cleveland Bicycle Club, on 26 September, the following officers were elected for 1883-4: President, J. H. Wade, Jr.; corresponding secretary, Alfred Ely, Jr.; recording secretary, H. W. Forward; treasurer and quartermaster, J. H. Collier; captain, Fred T. Sholes; first lieutenant, J. D. Pugh, Jr.; second lieutenant, F. S. Eorton; bugler, Harry Glidden; directors, G. H. Potter, S. H. Freeman, and C. W. Norman.

THE following resolution was passed at a meeting of the Germantown Club last Friday night: —

"Resolved, That the members of the Germantown Bicycle Club hereby, heartily, fully, and emphatically endorse the action of the committee appointed to the charge of the first annual parade and meet of Pennsylvania Division, L. A. W.; said action looking to the exclusion of no-League unattached riders from said parade and meet and being in accordance with their instructions. We believe that the experience of this and all large meets has gone far to prove that such action is advisable.

GEO. D. GIDEON, Secretary."

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

THE ANNUAL HARROGATE MEET. — This important and enjoyable annual gathering of cyclists will take place in 1884, on the first Monday in August. All B. T. C. members who contemplate a trip to Europe next year should make it a point to be present. A party of cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

THE NEW C. T. C. UNIFORM. — Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK — Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to E. A. Shipton, Esq., secretary C. T. C., No. 140 Fleet street, London, E. C., England.

FIXTURES

Saturday, 13 October:

Newton Bicycle Club, moonlight run, starting from Eliot block, Newton, at 7.30 P. M., a run will be taken through Brookline and Jamaica Plain.

Monday, 22 October:

Seventy-two-hour race at Madison Street Garden, Chicago, for professionals, commences at twelve noon, twelve hours each day.

Saturday, 20 October:

Races of Maryland Bicycle Club at Baltimore, Md. Entries close 18 October to E. A. Griffith, 4 Hanover street.

Friday, 26 October:

One hundred-mile race at Washington, D. C. Entries close 22 October to Leland Howard.

FOR SALE OR EXCHANGE

FOR SALE.—A Marine bicycle, new last May, will sell for \$60, or exchange for an American Star bicycle (51 or 54-inch), in good order. Address, TRICYCLIST, P. O. Drawer 181, Poughkeepsie, N. Y.

THREE BARGAINS.—Rudge Roadster, 50-inch, full-nickelled, balls all round, Arab cradlespring, condition A 1, only \$90. Standard Columbia, 52-inch, ball bearings, prime order, \$80. Yale Light Roadster, 57-inch, *genuine* Surrey Machinist Company make, all extras, new ball pedals, Harrington's enamel, perfect order, \$110. Apply to L. H. JOHNSON, Lock-Box 951, Orange, N. J.

WANTED.—A first-class bicycle and tricycle repairer. Only those who *thoroughly* understand their business need address, with references, WORK, care of BICYCLING WORLD.

FOR SALE.—A 54-inch Harvard, balls, nickelled, good order, will take \$75. A 50-inch Harvard, balls, nickelled and painted, good condition, want to sell bad, \$70. E. N. BOWEN, Fredonia, N. Y.

FOR SALE.—A new Victor tricycle, \$145. O. N. WHIPPLE, 329 Main street, Springfield, Mass.

FOR SALE.—One 48-inch Parallel Bearing Standard Columbia bicycle, been run about fifty miles; cost new, \$87.50; will sell the same for \$67.50. WILLIAM CRAW, Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled Special Harvard, been used about three weeks, good as new; price, \$115. ALBERT CHAPEN, Springfield, Mass.

WANTED.—Any one wanting a Victor Rotary tricycle to write to T. B. RAYL & CO., Detroit, Mich.

TO ALL RIDERS OF THE AMERICAN STAR BICYCLES.

We manufacture one of the best tool bags made, just the one, and the only one made expressly for the "STAR."

Send for sample bag; it will please you.

By Mail, \$2.00.

ZACHARIAS & SMITH,

ORATON HALL,

NEWARK, N. J.

BICYCLES ON THE INSTALMENT PLAN

Having been appointed agents for the Central Western States and the South for the sale of machines on the instalment plan, buyers will get terms favorable to their wishes. Bicycle Suits, Shoes, The Galway Summer Helmet, Sundries, Machines repaired. Address at 164 Main Street, Cincinnati, O. Catalogues free.

B. KITTREDGE & CO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention and receive C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

HARWOOD'S SAFETY STEP



No. 5.

The cut No. 5 represents the style specially adapted to the American Sanspareil, but equally applicable to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

Is made in five styles to fit any machine without drilling new holes in back-bone.

The Bevelled Teeth prevent tearing the clothing and secure firm foot-hold in mounting.

The Safety Flange prevents cutting the leg in case of a mis-step or fall.

G. F. HARWOOD,

P. O. Box 1252.

Worcester, Mass.

SPECIAL NUMBER OF "BICYCLING World." CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

A SUPPLEMENT

Containing new constitution, rules, racing rules, etc., new clubs, and new records now ready, five cents; by mail, six cents; number and supplement, thirty cents.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

MISSOURI WHEEL CO., 12 St., near Olive St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

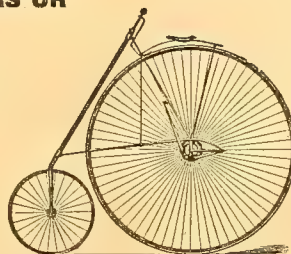
BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.



Springfield Meet Tricycle Races

WERE ALL WON ON

Victor Tricycles.

ONE-MILE CHAMPIONSHIP RACE.

W. W. STALL, riding a "Victor"	3 min. 33	sec.
A. G. POWELL, "	3 " 34 1-5	"
L. H. JOHNSON, "	3 " 34 3-5	"
C. D. VESEY, " "Coventry Rotary"	3 " 48	"
— WOOD, " "American Roadster"	Distanced.	

FIVE-MILE RACE.

L. H. JOHNSON, riding a "Victor"	18 min., 35 sec.
A. G. POWELL, "	18 " 38 "
T. MIDGELY, " "Columbia"	18 " 51 "

Illustrated Catalogue 3 Cents.

MAKERS, OVERMAN WHEEL CO. - - - HARTFORD, CONN.

FIRST and ONLY exclusive Tricycle Makers in America.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

'CYCLERS' WATERPROOFS

Are made of fine gossamer rubber, and consist of short Coat or Cape, covering the body but not interfering with wheel. Leggings, reaching from feet up under coat. They are made in two styles, to wear with short pants and ordinary trousers. Cap Cover or Hat; cover fits ordinary Boston Club cap. These complete the suit, but we also furnish a Saddle Cover, with which machine may be exposed to rain and saddle remain dry. A Double Heavy Cover is made for use to prevent saddle becoming wet with perspiration, thus ruining the leather. The whole suit weighs but a few ounces, is compressed into a small case or cover, and may be carried in the pocket or attached to the machine. Suit or any portion sent by mail, post-paid, on receipt of price.

Prices from \$6.50 upward. Coat or Cape, sizes 38, 40, and 42 in., \$4.50; Leggings, \$1.50 per pair; Cap Cover, 75c.; Saddle Cover, 50c.; Double Cover, 75c. Agents wanted throughout the United States.

The "AMERICAN SANSPAREIL" Roadster, Light Roadster and Racer, and the "AMERICAN" Bicycles.

The "AMERICAN STAR" Bicycle has small wheel in front, effecting perfect safety.

The "VICTOR ROTARY" TRICYCLE, the best and EASIEST RUNNING machine in the world.

SEND 3-CENT STAMP FOR CATALOGUE.

STALL & BURT,509 Tremont Street, Odd Fellows' Hall,
BOSTON, MASS.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 19 OCTOBER, 1883.

Volume VII.
Number 24.

YOUR NEW SADDLE

SHOULD BE A

VICTOR SADDLE

New Model. Best Materials. Perfectly Adjustable. Any Desired Tension can be had. Any distance between [Leather and Frame. Should last for years.

Price - - - - \$4.00.

— MAKERS —

OVERMAN WHEEL CO.,

HARTFORD, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

— FACTORIES. —

Coventry - - - England,

(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI-RACER.

London - - - England,

(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,

(THOS. SMITH & SONS,

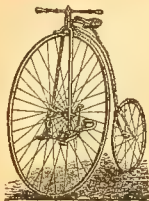
THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT.

DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. ~~33~~ If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

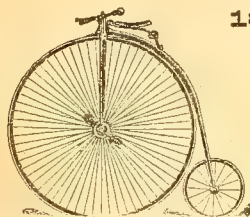
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company,

(LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

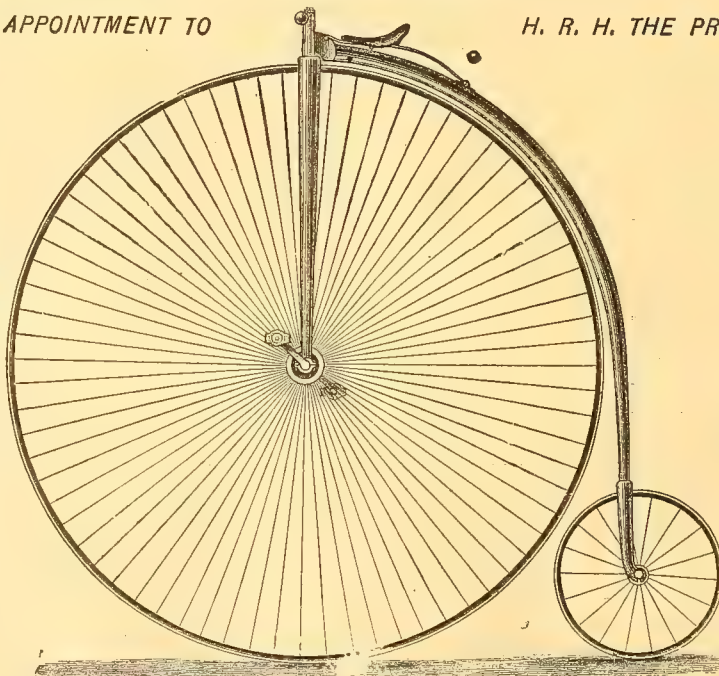
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.

THE Bicycling World

DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months " 1.00
Three months "60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bi. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 19 OCTOBER, 1883.

CONTENTS

Editorial: "No Rogue e'er felt the halter draw";	
Notes	315
Manufacture: The Senseney Bell	316
The Trade	316
A Long Club Run	316
Massachusetts Div. Meet	316
American Exposition	316
How to Ride the Star	317
Currente Calamo	317
Racing News: Canada, 318; Cincinnati, 318; Washington, 318; New Haven, 318; Harvard, 321; Worcester, 322; Notes	318-22
Wheel Club Doings	322
C. T. C.	322
Fixtures	322

"NO ROGUE E'ER FELT THE HALTER DRAW, ETC."

WE take the following from advance sheets of the *Wheelmen's Gazette*:—

Editor of the *Springfield Wheelmen's Gazette*:

We desire to place before the members of the League and the bicyclers of America a few facts, and trust that you can find room for them.

Through dint of hard work we were able to squeeze an account of the first day's races of your tournament in the *Wheel* of 21 September, knowing that there were many wheelmen in all parts of the country who were anxiously awaiting the news. We deposited the papers in the mail in the usual way, and congratulated ourselves

on making a point for the *Wheel* by presenting the news thus early.

It was with considerable chagrin that three days afterwards we received a notice from the New York postmaster to the effect that the firm of E. C. Hodges & Co., of Boston, the publishers of THE BICYCLING WORLD, had protested against our enjoying the reduction allowed to all newspapers in postage, and had filed a statement to the effect that the *Wheel* was, by its large circulation, encroaching upon their business, that their list of subscribers was being reduced, and not content by attempting to ruin the business of a young publishing firm, they furthermore state that the *Wheel* was attempting to violate the law in carrying out its contract with the League, in supplying the paper at a reduced rate, and below actual cost.

It is readily seen that this is also a blow at the League, causing inconvenience to its officers and members, by depriving it of its organ. We deny that the *Wheel* is not a *bona fide* newspaper, and we can produce a paid subscription list apart from League members, larger today than that of our jealous contemporary.

The motive is very plain, and THE WORLD adopts its contemptible plan of stabbing us in the dark just when the paper is most eagerly sought for. The Springfield Club is a League Club, and no matter what their preferences might have been, we think they are fair-minded enough to aid us in exposing the contemptible action of a rival firm, who cannot compete in an honest fashion, but must needs accomplish their ends by underhand measures. It is unnecessary to state that Hodges, when he concocted his little plan, never dreamed that he would be discovered. It is characteristic of the man, as those who remember his actions at Chicago can testify. Trusting that we have not occupied too much space, and regretting that we were thus prevented from giving our readers the details of your successful venture, we remain,

Yours respectfully,

OLIVER & JENKINS,

Publishers The *Wheel*.

The many falsehoods in the above call for no reply from us. They are sufficiently plain to be recognized by the most casual reader. That THE WORLD regards the *Wheel* as a dangerous competitor or that there can be any comparison in the matter of subscription lists we leave our readers to judge. The facts in the case are these: During the whole of last spring our friends of the *Wheel* spent a great deal of time and labor to gain votes to oust THE WORLD from its position as official organ, and on the day of the meet they were all prepared to "cut the throat of THE WORLD," as their friends put it. On that day, Messrs. Oliver and Jenkins came forward with a proposition to furnish the *Wheel* to the members of the League for fifty cents a year. THE WORLD knew very well that this could not be done in the face of existing laws, but no chance was given them to make an explanation nor to put in a bid. Every proposition coming from the friends of THE WORLD to refer the matter to a committee, to ask for other bids, to postpone the matter till the next day, was voted down, and the friends of the *Wheel* rushed the matter through. The whole business was turned over to the *Wheel*, and the L. A. W. did not have the courtesy to do with us as had been done with the *Wheel* the previous year, *i. e.*, send duplicate copies of official notices for publication. THE WORLD said nothing for three months about the infraction of the law that was going on,

but when the time came for action, we entered a formal protest, and the government came down on the offenders. When the *Wheel* comes forward and asserts that this is a blow at the League, it talks very silly. The *Wheel* strikes a blow at the League when it refuses to carry out a contract merely because they find that an additional expense has been put upon them, and there is no money in the job. The young men find that they have overreached themselves, that they have taken a job that they cannot legally carry out, that they are "hoist by their own petard," and they seek relief by abusing us. It is not the first time that a prisoner has abused the sheriff. Let them go along. If they have such a large subscription list as they claim, they have a perfect legal right to send papers as before. In this connection, the following from the *Wheel*, of 17 August, is very interesting:—

"The *Wheel* takes a little pride in the number of applications, as since the meet we have had but two subscriptions, whereas before the League Meet our average was about ten a day. They have all joined the League apparently. Even the most hardened kicker must acknowledge that an "official organ" is a good investment."

The little stab at "Hodges" fails to be effective from the fact that Mr. Hodges was in entire ignorance of the transaction till the work was done. The end is not yet.

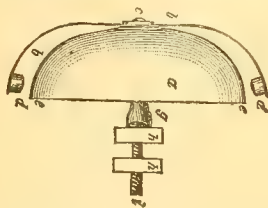
To those wheelmen who have condemned personal attacks in the 'cycling press we commend the editorial treatment of the above question by our contemporary. We have nothing to conceal in the matter, and our letter to the department is open to the inspection of any one. All intimations that the affair was a "stab in the dark," or that we have tried to conceal our connection therewith, are false. We have treated Messrs. Oliver & Jenkins just as any merchant would treat another if he found him to be smuggling goods. The petty personal flings of the *Wheel* we treat with the contempt they deserve.

THE annual dinner of the Crescent Bicycle Club, on Tuesday, reminds us that we are about entering that season of the year when riding gives place to other pleasures of a social character. We have, however, six weeks or so when the 'cycling will be most enjoyable, when the roads are at their best, and the weather is of that bracing character which almost precludes fatigue. Although the season is almost at an end, we would not advise

our readers to altogether discard their machines. There are many days during the winter when riding is a positive enjoyment. The novelty of ice or snow riding is a sweet worth tasting of, as many wheelmen can testify to.

WE received a note the other day from Papa Weston, who after a stormy passage across the Atlantic returns to the bosom of his numerous family with more than his usual good health and spirits. He writes us that the new Rucker tandem is expected in about a month, and that we are booked for the first ride on this novel machine. We shall gladly avail ourselves of this opportunity to obtain familiarity with this hybrid for the benefit of our readers. We have already called their attention to it, as well as to an American machine of the same design. Whether the latter machine is patented or not we do not know, but there is, so far as we are at present able to ascertain, a priority of invention in favor of the western production. If the machine possesses the merits claimed, it may become a profitable and marketable bicycle, in which case the inventor of the "Hoosier" bicycle will do well to ascertain his rights in the matter.

MANUFACTURE



The Peerless Automatic Alarm.

INVENTED BY E. M. SENSENEY. MADE BY THE MISSOURI WHEEL COMPANY, ST. LOUIS, MO.

WE have received and tested a new stop bell, which is very pleasing in sound and will meet the needs of those wishing a bell that will ring continuously or be silent at will. Its construction is shown by the above cut, and consists of a gong which can be fastened to either bicycle or tricycle. Passing over the top and following the curve of the bowl is a narrow strip of spring steel. At both ends are attached two small bits of metal which are pressed under the edge of the bowl when the bell is desired to be silent. On being released the jar of the machine causes the spring to vibrate, and the pieces of metal to tap the gong continuously, with a musical jingle. The bell should be attached with the spring in a vertical position, and can be used on either bicycle or tricycle. This bell is particularly suitable for use in towns where bells are required by ordinance. The price of the bell, nicely nickelled, is but \$1.00.

The Trade.

THE Cunningham Company have gotten out a new catalogue of tricycles, which contains lots of interesting matter. Among the novelties which the company will introduce is the new front-steering Rucker, with Britain's two-speed gear, and the new rack and pinion-steering so arranged that the rod is below the frame and out of the way in case of a sudden dismount, and also less liable to catch and soil ladies' dresses. The machine, which the company calls its "own," is the Harvard, which is a very compact and neat front-steerer, with 48-inch wheels driving double.

THE Overman Wheel Company have been turning their attention to sundries, and have turned out several novelties, which will doubtless meet with favor. The Victor bag is a very handy folding bag, with convenient places, easily got at, for the oil can, waste, and wrenches. We think heavier straps that fasten it to the saddle clamp would be an improvement. The cost of the bag is \$1.50. The ladies, too, have been looked out for, and the "Tricyclists' wallet" forms a convenient receptacle for any small things one desires to carry and use frequently. The new lamps are modelled after the King of the Road, and are well made and handsome accessories, costing \$4.00 apiece.

STODDARD & LOVERING have received an order for a Celer-et-audax. The machine is made by W. Lewis, of Wolverhampton, and somewhat resembles the American Roadster. The two large wheels are connected by a double-cranked axle and pedals. A tube forms an arch resting on the bearings at the axle-ends. At the top of this the head is fixed, pointing forward, while at right angles to it a backbone departs rearward, terminating at the small wheel. The rider sits on the backbone and drives direct upon the axle, steering by the inclination of his body. The machine is put upon the market at the low price of £12, 10s.

A Long Club Run.

THE Massachusetts Bicycle Club, weather permitting, started yesterday morning for a club run of one hundred miles, with the following programme:—

The club will start in two divisions; the first consisting of those who wish to ride more than one hundred miles; the second, of those who wish to cover just the one hundred miles.

The route for the first division will be as follows: leave Harvard square at twelve o'clock Wednesday night, and ride through Newtons to Great Sign Board, Beacon and Walnut streets, to Newton Highlands, Deeham, Needham, Wellesley, Natick, South Framingham to Framingham, and return to Natick to Cochituate, and back to Natick and direct to Harvard square, where breakfast will be taken. The second division will meet the first division at Harvard square

at 7 A. M., Thursday, and ride to Newburyport and return, arriving at Harvard square about 6.30 P. M. The first division will keep on to Framingham and return, and will try to ride out the twenty-four hours with the intention of breaking the record if possible. Leave Harvard square at 12; Framingham at 2.30 A. M.; back to Harvard square at 6 A. M.; leave at 7 A. M.; leave Salem at 8.45 A. M.; arrive at Newburyport at 12 M.; leave at 1 P. M.; arrive at Harvard square at 6.30 P. M.; leave at 7 P. M.

From this on it is impossible to give a schedule time, as it will depend on the condition of the men. Per order,

A. D. CLAFLIN, *Captain.*

We shall give next week a full account of this run with result, as we believe that if the roads are in good condition Midgley's record of 179 miles will be beaten by at least two riders who are to attempt the feat.

Massachusetts Division Meet.

THE regular fall run and business meeting of the Massachusetts Division, L. A. W., will take place Saturday, 27 October.

Rendezvous at Trinity square, Boston. The start will be at nine o'clock, running to Bailey's Hotel, South Natick, where dinner will be served at one o'clock. The line may be joined at Chestnut Hill Reservoir at 9.40; the route from this point will be decided on the day of the run.

The dinner will be followed by the business meeting, after which the return run to the city will be made.

With a good day, the pleasant run over the best of roads, followed by a good dinner, cannot fail to be highly enjoyable, and as business of unusual importance is to come before the meeting, members are urged to make special effort to be present.

EDWARD K. HILL,
Chief Consul.

American Exposition.

STROLLING into the American Exposition last week, we were attracted by the spectacle of a gentleman mounted on a trike, surrounded by a curious crowd, to whom he was apparently a great centre of attraction. We were at first startled at seeing Pitman in such a position, but, on second glance, found our fears were without foundation, and that the exhibitor was Mr. John Wilson, the "Boston flyer," who has charge of the exhibit of the Pope Manufacturing Company.

Mr. Wilson's display of medals at first confused us as to his identity, as even his manly diaphragm was decorated, his breast not presenting surface sufficient for the display.

The Pope Company's exhibit comprises two Columbia trikes, one being the nickelled one exhibited at Springfield, and the other a Standard finish. A 60-inch Expert, a 58-inch Columbia racer,

besides a 50-inch Expert and 50-inch Standard, a machine which has been ridden by Mr. H. E. Parkhurst 6,000 miles, and an old-style Challenge, imported by Mr. A. D. Chandler, who is said to have ridden it 4,000 miles, show the resistance to wear by the rubber tire. The list is completed by a 36-inch Mustang.

While overlooking the latter machines, our gaze fell upon a tall young man very busy actuating a Yankee Comet, mounted for the purpose in a stand. "Here you see, gentlemen, the great American Star. This wonderful machine may be propelled fifty miles with one leg, and fifty with the other, thus leaving the rider a fresh leg at the end of his ride." The grangers stare with open mouths. A Hill & Tolman alarm gives a convulsive rattle on being applied to a wheel moving at the rate of thirty or forty miles an hour, fresh grangers come forward, and the circus continues. We approach and find the operator to be Mr. Stall, of the firm of Stall & Burt, whose exhibit is now before us. He now explains the Victor tricycle to an interested party, who "has an idea he is somewhat of a mechanic." He is taken at his word, and receives a technical explanation of the working of the differential gear, its comparison with others, descriptions of various patterns of gears, their manufacture, seamless tube, ball bearings, universal joints, gearing down, etc., etc., until his head swims, and he retires from the contest to reflect that there is something in a tricycle, after all. Another party steps up with remark that he has invented a machine which can be run with the hands. S. steps over to a Sanspareil, and putting his finger on it near the pedal, says, "Do you know what that is?" "Why, no," says the inventor. "My friend, that is a crank." The crank took the matter good-naturedly, and walked off with a broad-gauge grin.

Stall & Burt's exhibit comprises two Standard Victor tricycles, three special improved Stars, in various styles and finishes, a Sanspareil roadster, light roadster finished in enamel, and an American in bright finish. The celebrated 17½-pound Sanspareil racer, built by Wm. Andrews for J. T. Ward, and which has been ridden in fifty-four races, is shown, and is really worth a visit to the building to see. It is a marvel of strength and lightness, being really the lightest machine in the world.

The 54-inch Star on exhibition at the fair, mounted on a stand which allows the wheel to be revolved freely, has been propelled at rate of 43½ miles an hour.

We regret very much that the Cunningham Company has no showing, as being the only firm in town which is not represented in either fair.

How to ride the Star.

E. H. CORSON, of East Rochester, N. H., has issued the following instructions to those desiring to master the mysteries of the Star. As many of

our readers may wish to ride the Star, if for no other reason than as an accomplishment, we reprint Mr. Corson's circular as follows:—

The Star is a very simple machine—easy to control, and with the aid of a teacher may be mastered within a few hours; and it may be readily managed alone without any serious falls or damage to the machine. In the absence of an instructor we would suggest that you procure the assistance of a friend who will help to hold the machine and assist you in getting on.

FIRST. Learn to fall. This you should do before attempting to ride, as it will give you confidence to know that you can dismount at will or when necessary. In getting on the machine let your friend hold it, leaning it a little from you; place your foot on the step and spring into the saddle as if mounting a horse, both hands having hold of the handles; start the machine slowly, and your friend will let go, and if falling to the left throw your right foot around the steering shaft, retaining hold of the handles with both hands, and you will alight on both feet sustaining very little jar and saving the machine. Should the machine fall to the right, then of course the left foot should pass around in front of the steering shaft, and not over the handles. Do not jump, but wait for the machine to fall, and neither you nor the machine will sustain any injury. After you have practised these falls or dismounts a few times so as to be able to use them when desired, then learn the *back dismount* by sitting well back on the saddle, taking the feet off the treadles and pulling up on the handles—the little wheel will rise and you will land on your feet holding the machine in a vertical position before you.

SECOND. Learn to balance—first ride. Do not attempt to mount alone, but let your friend assist you as before, and when well seated let him take hold of the end of the saddle spring behind you and assist in holding the bicycle in a perpendicular position, walking by your side while you propel the machine by working your feet alternately on the treadles. The more speed attained the easier it will be to retain a balance. After you have practised the right and left curves, and can retain your position in the saddle with some confidence, you are ready for the mount.

THIRD. Learn to mount. Let your friend stand on the opposite side of the machine as if to catch you in case you should fall that way, then place your left foot on the step while both hands have hold of the handles (if the bicycle is too high the right hand can rest on the saddle), and give two or three hops with the machine and spring into the saddle while the momentum of the machine keeps up the motion. If you should fall to the right before properly seated your friend will catch you, and if to the left you can easily alight on your feet. The machine is readily mounted and a few trials will

suffice to bring the Star under perfect control.

If you have been used to riding the ordinary bicycle you must get out of the notion of leaning back and pulling up on the handle-bar when going into holes or ditches. Sit erect on the Star when running into ditches, but when running up a steep incline, throw the weight forward. When climbing hills you can lift on the handle-bar as much as you please, throwing the weight forward on the pedals. Do not grip the handles as on the ordinary bicycle, for it takes but a fiery slight effort to guide the Star.

A broad road or smooth level plat should be selected for the first attempts.

CURRENT CALAMO

NEW HAVEN winds up the racing season in fine style.

THE Overman Wheel Company has presented to Mr. Bassett a pair of King of the Road lamps and a Victor saddle as a mark of their appreciation of his ride of 104½ miles, which was made on their tricycle, the Victor.

THERE is a rumor of a split in the combination which the professional bicyclists have been running, and we may now look for some races run on their merits.

IF you want a copy of the revised constitution of the L. A. W. and the new board of officers, send six cents for our supplement.

THE distances in the road race were measured with a Butcher cyclometer, which was loaned by the makers for the purpose.

MR. A. L. ATKINS, the popular salesman at the warerooms of the Pope Manufacturing Company, was married 10 October, to Miss Emma A. Moore, of Marlboro'. The employés of the Pope Company presented the bridegroom with a handsome pair of opera glasses. After a short tour the couple will settle at the Highlands.

MR. A. L. BARTLETT, the Otto man, will sail for England 23 November. He has left the agency for the Otto in the hands of a Boston dealer.

THE Citizens' Bicycle Club, of New York, have been in Boston the present week as guests of the Massachusetts Club. The party came by Fall River line Monday night, and were met at the station by a delegation from the Massachusetts Club. The following is the programme for the week: Tuesday, ride to South Natick via Brookline, Tappan Hill, Reservoir, Newton Centre, Wellesley to Bailey's at South Natick. Dinner. Return via West Newton and Newton. Wednesday, leave club-rooms at 8 A. M. for a run to Salem via Cambridge, Medford, Malden, East Saugus, Lynn, and Swampscott. Dinner was taken at the Essex House. Return by another route; distance, twenty-six miles each way. At Salem the party were the guests of the Hawthorne Bicycle Club. Thurs-

day, ride to Lexington, starting from club-rooms at 8 30 A. M. The route was through Newton and Waltham. Dinner was at the Massachusetts House, and the return made *via* East Lexington and Watertown. The party arrived at the club-rooms each evening before dark, and the pace in all cases was slow, in order to prevent straggling. The Citizens' Club is commanded by Capt. N. M. Beckwith. The rooms of the Massachusetts Club were very prettily decorated in honor of the occasion.

RACING NEWS

CHAMPIONSHIPS OF CANADA.—*Annual Fall Games of Montreal Amateur Athletic Association.*—One Mile,—First trial heat, W. G. Ross, first, G. S. Low, second. Second Trial Heat,—F. C. Holden, first; W. A. Dodds, second. Holden having fouled J. H. Low on last lap, and been protested, was ruled out of final heat. Final Heat, first two in trials to start. W. G. Ross, first, G. S. Low, second. Time 3.30.

Five Mile,—W. G. Ross walked over in 18.30, J. H. Low's machine having been disabled in the previous event, and A. H. Robinson, of England, and F. Westbrook, of Brantford, having failed to put in an appearance.

One mile at opening meeting of Montreal Driving Park (one-half mile good level track); thirteen starters; six prizes. First Trial Heat,—W. G. Ross, 1; F. C. Holden, 2; G. S. Low, 3; R. Darling, 4. Second Trial Heat,—D. B. Holden, 1; H. Ramsay, 2; W. McCaw, 3; W. Dodds, 4. Final Heat (first four in trials to start) W. G. Ross, 1; G. S. Low, 2; R. Darling, 3; H. Ramsay, 4; W. McCaw, 5; D. B. Holden, 6.

In this heat Ross, who was leading, fell at one third of a mile, and F. C. Holden rode into him. Both remounted, and Ross caught his field, and won in 3.43 by forty or fifty feet. Track rather rough; will be first class in time; it is only just completed.

CINCINNATI, OHIO, 29 September.—Road race of Cincinnati Wanderers. The course extended from the club house on Madison road to the end of Grandin road and return; distance about 3½ miles. The first race for those who had never beaten 3.45. Had for entries Edward Mannen, Maysville, Ky.; N. Longworth and N. Isbell, of the Wanderers; F. Shattuc, of Madisonville Bicycle Club, and S. Gere, of Avondale. Mannen, finished first in 15m. and 39s., followed closely by Longworth.

The second race was for first-class riders, and had for entries W. E. Galway, J. K. Scudder and F. Scarborough of the Wanderers; W. H. Whitmore, of the Cleveland Bicycle Club. J. Barclay, of the Cincinnati Bicycle Club, and N. Pierson, of the College Hill Bicycle Club. Galway crossed the line first, followed by Scudder, Whitmore, etc. Mr. Galway was then presented with a handsome gold medal, and Mr. Mannen with a silver medal. The last man in each race

received large leather medals. The bicyclers, some sixty in number then adjourned to the Wanderers' club house and partook of refreshments.

WASHINGTON, 4 and 5 October.—Races at Athletic Park. First day, 4 October. Five miles handicap, first prize, gold medal, value, \$30; second prize, silver medal, value \$8.00; J. McK. Borden (scratch); B. W. Hanna (scratch); J. C. Smith, England, 20s.; R. F. Foster, 45s.; A. B. Harrison, 45s.; F. S. Fisher, 40s.; B. W. Hanna, 17.24½; J. McK. Borden, (?) 17.26. One mile, open to all amateurs who have never won a prize; first prize, gold medal, value, \$30; second prize, silver medal, value, \$8.00. The starters were E. H. Bond, W. T. Robertson, and E. A. Newman. E. A. Newman (1), 3.40½; E. H. Bond (2), 3.42½.

Third race, three-mile heats, two in three, professional, with cash prizes as follows: First \$100; second, \$85; third, \$25. The starters were Robert James, Birmingham, England; John Keen, Surbiton, England; J. S. Prince and H. W. Higham, Washington, D. C.; John Keen won two straight heats in 9.48½, 10.13. The order of the other men was the same in both heats: Prince (2), Higham (3), James (4). Half-mile. B. W. Hanna (1), 1.43¼; F. S. Fisher (2), 1.46½.

One mile handicap for Capital Bicycle, club members only. First prize, gold medal, value \$30; second, silver medal, value \$8.00. The starters were B. W. Hanna (scratch), and E. A. Newman, 20s.; E. A. Newman (1), 3.41; B. W. Hanna (2), 3.47½.

Second Day, 5 October. First race, two mile handicap.—First prize, gold medal, \$25; second prize, silver medal, \$10; the starters were: A. H. Robinson, West Kensington, England (scratch); A. B. Prince, Pittsfield, Mass., 12 seconds start; R. F. Foster, Baltimore, Md., 24s.; J. C. Smith, England, 24s.; F. S. Fisher, Baltimore, Md., 30s. A. H. Robinson (1) 6.35½; J. C. Smith (2) 7.32½.

Second race, quarter-mile dash for Capital Club members only.—First prize, gold medal, \$15; second prize, silver medal, \$8.00. Starters: E. A. Newman and J. McK. Borden. J. McK. Borden, .49½; E. A. Newman, .50.

Third Race.—Professional mile heats; best two in three. The prizes were: first, \$75, second, \$50, third, \$25. Starters: Robert James, Birmingham, England; John Keen, Surbiton, England; John S. Prince, Washington, D. C.; H. W. Higham, Washington, D. C.

J. S. Prince.....	2	1	1
John Keen.....	1	2	2
H. W. Higham.....	3	3	3
Robert James.....	4	4	4

Time, 3.03½, 3.07½, 3.06½.

Fourth race, five miles, for Capital Club Challenge Cup. Starters: B. W. Hanna and J. McK. Borden; B. W. Hanna, 16.47½; J. McK. Borden, 16.473.

Next came the tournament. It was a reproduction on wheels of the old time field of the cloth of gold. The riders were dressed in the costume of knights, and thus arrayed they tilted at rings, each having two bouts. J. M. Borden took first prize, two rings; and the following scorers one ring each: T. C. Tipton, R. F. Foster, and Steward Beall.

One-mile handicap, gold medal, \$20; silver medal, \$8. The entries were A. H. Roblnson. (scratch); A. B. Prince, 8 s.; B. W. Hanna, 12s.; R. F. Foster, 16s.; J. C. Smith, 16s.; E. A. Newman, 20s.; F. S. Fisher, 22s.; B. W. Hanna (1) 3m. 15½s.

Half-mile ride and run, open to all amateurs, for a silver medal valued at \$8.00. The starters were A. H. Robinson, Steward Beall, and R. F. Foster, A. H. Robinson (1) 2.11½; Steward Beall, 2m.

The judges were Mr. Oliver, W. J. Kenderdine, and P. T. Dodge, of Washington; referee, C. E. Hawley; starter, Max Hansman; clerks of course, J. E. Leaming and W. F. Crossman; scorer, S. P. Hollinsworth; timers, S. P. Moses, Jr., J. W. Wagner, and W. C. Scribner.

The parade was commanded by Sub-Capt. Thos. C. Tipton of the Capital Club. Delegations from the Maryland Whirling Wheelmen and Lafayette clubs, of Baltimore, were in the line, which numbered about one hundred. The Capital Club turned out forty men. A time was set for each race and punctually adhered to in every case. The United States Marine band furnished exquisite music.

The New Haven Meet.

MORE RECORDS LOWERED.

THE meet on Wednesday, 10 October, was a complete success, and reflects great credit upon the New Haven Bicycle Club. In fact, Connecticut wheeled into line in a way that places it among the foremost cycling States. The parade in the morning was not so successful in point of numbers as was expected, as many wheelmen did not turn up as they had promised. The routelay through the principal streets. The American Band headed the line and immediately behind was a carriage containing Mayor Lewis, Chief of Police Webster, and President Tyler, of the promoting club. The procession was in two divisions. Chief Consul Terry, of the Hartford Club, commanding the first, composed of the New Haven Club, the Connecticut Club, of Hartford, with twenty-one men, three representatives of the Ixion Club, of New York, three members of the Citizen's Club, of New York, and sixteen men of the Springfield (Mass) Club. Capt. T. S. Rust, of the Meriden Club, commanded the second division. In his line were his own club, sixteen strong, the Ramblers of New Haven, twenty-two strong, six members of the Bridgeport Club, twelve members of the Birmingham Club, five men of the

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by **SINGER & CO.,** Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2} \times 1$ inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by **D. RUDGE & CO.,** Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{1}{2}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, **34 lbs.** The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by **THE SPARKBROOK MFG. CO.,** Coventry.

PRINCIPAL FEATURE.—The Patent **Differential Double Driving Axle**. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{3}{4}$ -inch and $\frac{1}{2}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, 6 $\frac{1}{2}$ -inch and 3 $\frac{1}{2}$ -inch; **Æolus** Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $\frac{5}{8}$ -inch Throw; Ball Pedals; Band Brake; Adjustable 7 Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

THE APOLLO TRICYCLES.

Manufactured by **SINGER & CO.,** Coventry.

THE COVENTRY ROTARY AND CONVERTIBLE.

Manufactured by **D. RUDGE & CO.,** Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

COLUMBIA

Bicycles and Tricycles

STANCH AND RELIABLE ROADSTERS.

Expert Columbia. Standard Columbia.
Columbia Tricycle.

Ball Bearings all 'round.

The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skilful Workmanship and Scientific Construction can produce.

Bicycle and Tricycle Lanterns.
Bells, Whistles and Bugles.
Columbia Pedal Slipper.
Bicycle Bundle and Book Carrier.
Multum in Parvo Bag.
The Acme Stand, Cyclometers, and every variety of American and Foreign Bicycle and Tricycle Sundries.

Send Three Cent Stamp for Illustrated (36 page) Catalogue.

The Pope Mfg. Co.

597 Washington St.

BOSTON, MASS.

ANNUAL LEAGUE RACES

Maryland

BICYCLE CLUB,

Oriole Park, Baltimore,

Oct. 20, 2.30 P. M.

9 EVENTS. 2 CHAMPIONSHIP RACES.

Gold Medals, 1st.

Silver Medals, 2d.

- 5 Mile Club Championship.
- 1/2 " Ride and Run, Open.
- 1 " State Championship (residents of State only.)
- 2 " State Championship, Open.
- 1 " Club Handicap.
- 1 " Capitol Club, Washington, Handicap.
- 3 " Handicap, Open.
- 1 " Lafayette Wheelmen.
- 1 " Consolation, members never won.

ENTRIES, \$1.00,

To E. A. GRIFFITH,

Maryland Bicycle Club.

THE IDEAL BICYCLE,

Manufactured by

R.P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

- PRICES -

38 in.....	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed,—a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

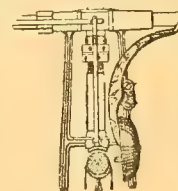
Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,

CHICAGO, ILL.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Ask your Bicycle Dealer for the PERFECTION BICYCLE ALARM.

AUTOMATIC, INSTANTANEOUS.

MANUFACTURED BY

THE SERRELL ALARM CO.

161 and 163 Glymer St., Brooklyn, E. D.

Send for Circular.

Brass City Club, of Waterbury, five men of the Crescent Club, of Branford, five lads representing the New Haven Knickerbockers, three members of the Stamford Club, seven representatives of the New Haven Tricycle Club brought up the rear of the parade.

THE RACES.

About twenty-five hundred people assembled at Hamilton Park, in the afternoon, and were treated to some of the best races ever held in this country, and saw records lowered that were expected to stand until next season, at least.

The first race called was the one-mile race for the three-twenty class, for three prizes. First, \$25 gold medal; second, diamond League pin; third, garnet League pin. The following were entered: A. H. Bradley, of Bristol, Robert F. Way, of Hartford, Albert Heinze, of New Haven, E. M. Willis, of New Haven, William Maxwell, of New Haven, William A. Hurlbutt, of Stamford. A very close and exciting race between Way and Maxwell. Way (1), Maxwell (2), Hurlbutt (3). Time, 3m. 3s., 3m. 3½.

The second race was for a two-mile club championship and a gold medal. L. B. Hamilton, of Waterbury, Conn., and N. P. Tyler, of New Haven, entered, but Tyler, owing to a broken spoke, withdrew at the end of a mile and a half, and Hamilton won in 6.34½.

The third race was a one-mile scratch between Charles F. Frazier, of Smithfield, N. J., and George M. Hendee, of Springfield. Hendee took the first prize, a gold medal, making the run in 2.50, Frazier coming in in 2.50½, scarcely a length behind. This broke the last previous record of 2.51½, made at Springfield, by H. D. Corey. Half mile, 1.22½, by Hendee, beats record.

E. P. Burnham, of Newton, Mass., and George H. Fowler, of New Haven, were entered as contestants in a two-mile tricycle race, but at the end of the first mile Fowler dropped out and Burnham took the gold medal; 1 mile, 3.31½; 2 miles, 7.05½. Best on record.

Burnham rode a Victor and Fowler was mounted on a American Roadster.

The following entered the five-mile handicap:

C. F. Frazier, scratch; C. S. Fisk, 10s.; W. Maxwell, 25s.; S. J. Mills, 30s. Fisk and Frazier started, but fell out before the finish, leaving Mills an easy winner.

Mills, 30s. (1); Maxwell, 25s. (2). Time, 6m. 29½s., 6m. 33½s.

The sixth race was a one-mile "combination," the competitors receiving the following instructions: "Ride one eighth of a mile, mounting from scratch without assistance; run one eighth of a mile, pushing machine forward; ride one eighth of a mile; run one eighth of a mile, pushing machine backward on large wheel, little wheel in air; ride one eighth of a mile; ride one eighth of a mile without hands; run one eighth

mile, pushing machine forward; run one eighth of a mile and finish, carrying machine." Three men entered, W. R. Pitman, of New York, and John T. Kennedy and W. C. Smith, of New Haven. The diamond League pin, first prize, was won by Pitman, Smith coming in a little later, ahead of Kennedy.

The next race, a five-mile scratch, was watched with interest, as it was rumored that Hendee intended to beat the record for five miles. Frazier competed with the champion, and they spun around the track again and again, first one and then the other in the lead. They came in at the finish almost abreast, but a sudden spurt sent Hendee a length ahead, and he crossed the line in 15.26½, with Frazier only an eighth of a second behind. The best record of 15.40 had been beaten. Hendee also took the best on record for the 4th mile, 12.30.

We clip the following description of the three-mile race for the State championship from the *News*:—

"But enthusiastic as were the spectators over this event, they grew much more excited at the finish of the next race, a three-mile run for the State championship and a \$50 gold medal. Three men started, but S. J. Mills, of Bristol, fell out on the second mile, and the contest was left to Robert F. Way, Hartford's champion, and Will C. Palmer, of the New Haven Ramblers. At the close of the second mile Way was enjoying a handsome lead and an easy victory seemed within his reach. He had lost nothing of his advantage at the end of the next half mile, and bets were offered freely by Hartford men that their rider would come in many lengths ahead. The next quarter brought little change and doleful countenances told of the sorrow of the Ramblers. But suddenly, on the homestretch, the little New Haven man threw himself forward far over the handle of his machine, and his legs began to make strangely rapid plunges up and down on the pedals. His speed in an instant was doubled, and away he spun, and just as it seemed that his contestant was to go over the line, his wheel darted ahead, and the prize and the glory was his by half a length. The Ramblers for a moment were fairly dazed. Then they were mad with enthusiasm, and within a moment, amid wild hurrahs, the victor was being carried recklessly around the track on the heads of his enthusiastic friends. His time was 9.17." This takes the record.

In the ten-mile handicap the following men were entered: C. F. Frazier and E. P. Burnham, scratch; C. S. Fisk, 60s.; L. B. Hamilton, 1m. 30s.; J. F. Ives, 2m. Frazier did not start. On the sixth mile one of those nuisances, the ubiquitous small boy crossed the track, causing Fisk to take a violent header. He pluckily remounted, though considerably lamed and bruised, and succeeded in getting a place. Burnham (1), Hamilton (2), Fisk (3), Ives (4). Time, 31m. 22½s., 33m. 04½s. Burnham took the following

record: 8m., 25.15; 9m., 28.24; 10m., 31.22½.

Mr. E. M. Willis, of New Haven, won the final race, a one-half-mile consolation, in 1.32, with Albert Heinze second.

In the evening, at the New Haven Skating Rink, on Dwight street, exhibitions of skill in riding were given. Immediately after the grand entree of the New Haven Club, Mr. T. R. Ackrill performed some interesting fancy movements. He was followed by Master George Nash. The event of the evening was, however, the club drill by the New Haven Ramblers. Led by Capt. Ackrill, the club rode in marvellously fine form, and was loudly applauded. Daniel J. Canary gave an exhibition of professional fancy riding, as did also Wilmot and Sewell. Mayor Lewis awarded the prizes at the close of the exhibition. The club drill prize, a \$25 nickelled and engraved bugle, was won by the Ramblers. Master George Nash secured the \$50 ice-water set, first prize for fancy riding. Mr. T. R. Ackrill took second prize, a clock valued at \$25.

Immediately after the exhibitions the Ramblers handsomely entertained all the members of the visiting clubs at their quarters at the corner of Park and Elm streets. The rooms were tastefully decorated with flags and Chinese lanterns were hung outside. An elaborate lunch was served and speeches were made and songs sung.

Hare and Hounds at Harvard.

THE first hare and hounds run of the season occurred at Harvard College, under the auspices of the bicycle club, last Saturday afternoon. The start was made by the "hares," Messrs. Harrison, '86, and Rust, '87, at 3.15. Five minutes later the following "hounds" started: W. D. Smith, '84 (captain), Norton, '85, Mason, '86, H. W. Hague, '87, Thompson, '87, Ayer, '86, Proctor, '87, Appleton, '87, Robbins, '87, and Matthewson, '87. The run took in Somerville, Cambridgeport, through Central square and Mazazine street to the Brookline bridge, Beacon street, Boston, Brighton, across Brighton bridge and home. The "hares" lost, for Rust gave out, and a condition of winning required both to come in. Harrison finished and took a time prize. Norton finished first for the "hounds," but a one-minute handicap put him back to fourth place. The order of the first three, with corrected time, was as follows: Matthewson, 1h. 13m. 28s.; Smith, 1h. 13m. 31½s.; Appleton, 1h. 14m. 4½s.; Norton, 1h. 14m. 25s. All the "hounds" finished, and the last within ten minutes of the first, making the best record in numbers at the finish that the club has had. The run was estimated at about fifteen miles. Time-keeper, J. E. Coolidge, '84.

WE are pleased to note that Hendee is in as good trim as ever.

FRAZIER is pushing his Star to the front in a way that is astonishing.

WORCESTER, 13 October. The second of the series of races held by the Worcester Æolus Wheelmen took place Saturday, 13 October, on the half-mile track of the Agricultural Society. The track being much used for trotting, was in poor condition for fast time, and frequent light showers during the day rendered the track very heavy. The races are limited to club members and racing wheels are excluded.

The first race was a 10-mile contest between F. W. Blacker and F. H. Estabrook, and was won by Blacker. Time 45.23½. and Estabrook 46.40. This was followed by a 10-mile handicap for a gold badge, in which five started, and was won by C. W. Arnold, who received five minutes' start of Midgley, the scratchman, in 37.24. In the 2-mile handicap Thomas Midgley allowed Smith 20s. and won 7.08½. Smith took a bad header while spurring on the home stretch, but pluckily started in the mile race, receiving 15s. start of Midgley, and won a close race in 3.32.

Editor of the Bicycling World:—I notice in the BICYCLING WORLD of 5 October a challenge from Mr. Canary, to Harry Tufts and myself to compete in a fancy riding contest for the championship of the world. Not being a professional trick rider, and at the present time having no desire to become such, I am obliged to remain out of the contest, and acknowledge Mr. Canary professional champion, as far as I am concerned. Respectfully,

REX SMITH.

THERE will be a grand bicycle meet, races, and ball, of the Scranton, Montrose and Binghamton Bicycle Clubs, under the auspices of the latter, at Binghamton, N. Y., Tuesday, 23 October. The races will take place at the Whitney Driving Park, at 2.30 P. M.

EVENTS.

Half-mile dash, open to Scranton and Montrose only. One-mile championship Binghamton Club. Prize, gold medal. Exhibition fancy riding, Burt Pressey. Half-mile dash, "Hands off." Three-mile handicap, Binghamton Club. Prize medal. One-mile, open to Scranton and Montrose only. One-mile, first prize, pearl opera glass, gold mounted. Second Manning prize. Fancy riding. Two-mile dash. First prize, Vosbury gold medal. Second prize, large statue Mercury. Half-mile consolation. Cyclometer prize. Races under the management of Fred Lyon. Entries will close 22d inst.

Parade at 10.30 A. M.

Reception in the evening at Lester Hall, at 9 o'clock.

TUFTS is out with a letter to Canary, in which he says that he is the only true "champion of the world," and that if Canary wants the title he must win it. Mr. Tufts is very free with his challenges,

but he always makes it a condition that the trial must take place at the particular rink where he happens to be employed. On this rock he and Wilmot split. The only fair way to find out who is "champion of the world," is for the contestants to meet on neutral ground, with disinterested parties in the judges' stand. And then it would be a little in the line of modesty for the winner to limit his claim to the American championship, for it is just possible that Scuri or Terront may be his superior.

THAT five-mile handicap seems to have got a little mixed. It was due to the figuring out of the handicaps, which, by some mistake, is out wrong. The correct time, Fisk, 16m. 4½s., Frazier, 15m. 55s., if taken from the official score sheets, stands as follows: The limit was 50s., and the first man to start was Tyler, 50s. start; Fisk had 30s. start, or 20s. after Tyler; Frazier had 20s. start, or 30s. after Tyler and 10s. after Fisk. The time, from the starting of the first man, or Tyler, for the winner, was 16m. 24½s.; after which, deducting Fisk's handicap of 20s., leaves Fisk's time 16m. 4½s.; the second man's time, or Frazier's, was 16m. 25s., and deducting the 30s., leaves Frazier's time as 15m. 55s., which is the correct time. — *Wheelman's Gazette.*

The following entries have been received for the six-day race at Chicago, which commences at 12 o'clock, noon, 22 October. H. W. Higham, "Champion of the World;" John S. Prince, champion of America; Robert James; William M. Woodside, champion of Ireland; C. J. Young, 26-hour champion of America; William Oliver, of Scotland; William J. Morgan, champion of Canada; Richard Dowse, of Lincoln, England; Albert Shock, of Chicago. It is also very likely that Mlle. Louise Armaindo will enter. The winners will divide 50 per cent of the gross receipts among the first six, providing they all cover over 750 miles, divided according to positions. The winner receives a handsome emblem as a memento of the great event.

Woodside's arm is getting better, and he will enter the six-day race.

THE Columbia (S.C.) Bicycle Club will hold a grand bicycle meet and races in that city during the State Fair, 14 November.

WHEEL CLUB DOINGS

A GYMNASIUM will be established by the Lawrence Club.

THE members of the Boston Ramblers Bicycle Club will hold a reception in the club rooms Thanksgiving Day.

THE Charlestown Club give a ball 1 November.

THE Lowell Club took an extended run last Saturday. The participants were Capt. F. A. Fielding, Lieuts. Ellingwood and Pinder, F. A. Farnham, John G. Rogers (club members), and Rev. H. D. Weston. The party rode to Reading in the cars, and then mounted their wheels and rode about ten miles in the rain to

Medford, where dinner was taken at the Medford House. After dinner the party wheeled to Whittington, and then took the cars for Lowell. It rained more or less all the time, and the roads were consequently very muddy, but for all that the riders all agreed that they had a very good time.

THE Washington (D. C.) Cycle Club have elected the following officers: Amos W. Hart, president; W. J. Kenderdine, vice-president; E. T. Pettengill, secretary and treasurer; W. C. Scribner, captain; H. J. Browne, lieutenant. The club is the only L. A. W. club in the city and has fifteen members, with a good prospect of getting more very soon. It has just taken and fitted up new club rooms at 430 Eleventh street.

At a meeting of the Salem Bicycle Club, 3 October, the following officers were elected: President, Frank P. Symonds; vice-president, Robert H. Robson; secretary, Charles H. Odell; treasurer, Arthur N. Webb; captain, Frank P. Ingalls; first lieutenant, James S. Safford; second lieutenant, Francis B. Carleton; bugler, Thomas Curtis. The club is in a flourishing condition, both financially and otherwise. It was formed from part of the Hawthorne and Atlantic Clubs, and is the proper material for a successful club. It has recently made large accessions to its membership, and the members have all joined the L. E. C. W., and have voted to join the L. A. W. At the last meeting it was voted to hold a dance at Hamilton Hall on the eve of 14 November.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or city consul) to Frank W. Weston, chief consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address on receipt of a stamped, directed envelope.

NOTICE.—The chief consul (who has now returned from England and is ready to hear from any member desiring information), wishes to call particular attention to resolutions Nos. 410 and 411 in the *Club Gazette* for October, pages 353 and 354. The appointment of a sub-committee by the American membership, to confer with the chief consul and aid him in the accomplishment of the purposes of the resolution, would be gratefully received.

THE chief consul desires for himself and ventures on behalf of the American membership to thank State Consul Henry W. Williams most cordially for his painstaking and efficient performance of the duties of chief consul during his absence in England.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to the chief consul.

THE NEW BADGES.—The chief consul has now on hand a large supply of these badges, in sterling silver; price, \$2.00 each.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

APPLICATIONS FOR MEMBERSHIP.—The publication of several names is, owing to the recent return of the C. C., unavoidably postponed until next week.

FIXTURES

Monday, 22 October:

Seventy-two-hour race at Madison Street Garden, Chicago, for professionals, commences at twelve noon, twelve hours each day.

Saturday, 20 October:

Races of Maryland Bicycle Club at Baltimore, Md. Entries close 18 October to E. A. Griffith, 4 Hanover street.

Tuesday, 23 October:

Binghamton, N. Y., races at Whitney Park. Entries close 22 October, with Fred. Lyon.

Friday, 26 October:

One hundred-mile race at Washington, D. C. Entries close 22 October to Leland Howard.

Saturday, 27 October:

Massachusetts Division, fall meet, run to Natick.

Wednesday, 14 November:

Meet and races at State Fair, Columbia, S. C.

FOR SALE OR EXCHANGE

FOR SALE.—A Sanspareil Light Roadster, 54-inch, new in August, in prime order, black enamel finish, striped handle-bar, and cranks nickelled, balls to both wheels, hollow rims, double section cradle-spring, rubber handles; a thoroughly first-class machine; price, \$120. Address, F. T. BROWNING, Orange, N. J.

BARGAIN.—A 52-inch full-nickelled British Challenge, nearly new, ball pedals, and in perfect order; price, \$125. Address, H. L. SPENCER, Box 808, Pawtucket, R. I.

ANY ONE WANTING A NEW VICTOR
Rotary tricycle (never out of the crate) for \$135, write to T. E. RAYL & CO., Detroit, Mich.

FOR SALE.—One 48-inch Standard Columbia, excellent order; price, \$50. M. D. GILLET, Springfield, Mass.

FOR SALE.—One 56-inch full-nickelled Expert, been run about one hundred miles, will warrant it as good as new, will sell it for \$115 cash. ALBERT CHAPEN, Box 217, Springfield, Mass.

FOR SALE.—A 52-inch full-nickelled Expert, latest pattern, been run about ten miles, exactly as good as new; am obliged to sell on account of sickness; price, \$117.50. CHAS. BRECK, Springfield, Mass.

FOR SALE.—One 52-inch American Sanspareil Roadster, nearly new, long-distance saddle, H. & T. automatic bell and rubber handles, cost \$145, will sell for \$120 cash. E. W. HARVEY, Sparta, Wis.

FOR SALE.—A 54-inch Light Harvard Roadster, with ball bearings to both wheels, also ball pedals, in perfect condition; just the machine for winter practice; will sell at a bargain. Address, A. R. BROWN, Jr., 38 Water street, Room No. 1, Boston.

WANTED.—A second-hand bicycle, in good order; size, 52 or 54-inch. Address, G. A. STILLMAN, Box 85, DeRuyter, N. Y.

FOR SALE.—A 48-inch full-nickelled American Star bicycle, with power-trap attachment, never been run five miles; will sell for \$100 and pay freight on it. Address, C. A. SMITH, Manchester, N. H.

WANTED.—A first-class bicycle and tricycle repairer. Only those who thoroughly understand their business need address, with references, WORK, care of BICYCLING WORLD.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address: C. H. LAMSON, Portland, Me.

HARWOOD'S SAFETY STEP



No. 5.

The cut No. 5 represents the style specially adapted to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD,

P. O. Box 1252.

Worcester, Mass.

SPECIAL NUMBER OF "BICYCLING WORLD."

CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the WORLD can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

A SUPPLEMENT

Containing new constitution, rules, racing rules, etc., new clubs, and new records now ready, five cents; by mail, six cents; number and supplement, thirty cents.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the odes of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE, WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite Herald building.)

MISSOURI WHEEL CO., 12 St., near Olive St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

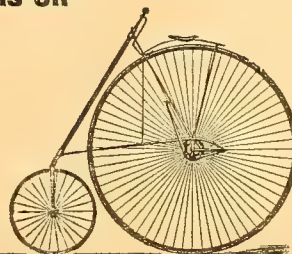
BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

H. B. HART, No. 873 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price list.



Springfield Meet Tricycle Races

WERE ALL WON ON

Victor Tricycles.

ONE-MILE CHAMPIONSHIP RACE.

W. W. STALL, riding a "Victor"	3 min. 33 sec.
A. G. POWELL, "	3 " 34 1-5 "
L. H. JOHNSON, "	3 " 34 3-5 "
C. D. VESEY, " "Coventry Rotary"	3 " 48 "
— WOOD, " "American Roadster"	Distanced.

FIVE-MILE RACE.

L. H. JOHNSON, riding a "Victor"	18 min., 35 sec.
A. G. POWELL, " "	18 " 38 "
T. MIDGELY, " "Columbia"	18 " 51 "

Illustrated Catalogue 3 Cents.

MAKERS, OVERMAN WHEEL CO. - - - HARTFORD, CONN.

FIRST and ONLY exclusive Tricycle Makers in America.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except fellos, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL IMPROVED

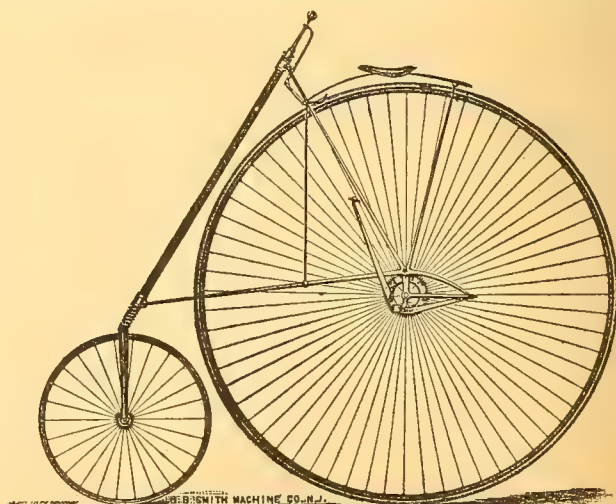
AMERICAN STAR BICYCLE,**STALL & BURT,**

Agents.

Also Agents for VICTOR TRICYCLE and SANSPAREIL BICYCLE.

509 Tremont St., Odd Fellows' Hall,

BOSTON, MASS.



Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10s. Foreign.
7 cents a copy.

BOSTON, 26 OCTOBER, 1883.

Volume VII.
Number 25.

YOUR NEW SADDLE

SHOULD BE A

VICTOR SADDLE

New Model. Best Materials. Perfectly Adjustable. Any Desired Tension can be had. Any distance between Leather and Frame. Should last for years.

Price - - - \$4.00.

— MAKERS —

OVERMAN WHEEL CO.,

HARTFORD, Ct.

THE NEW
BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Bicycles and Tricycles.

(Established under the firm name of Cunningham, Heath & Co. in 1877; changed to Cunningham & Co. in 1878; and Incorporated as a Joint-Stock Company under its present title in 1881.)

PRINCIPAL OFFICES AND SALESROOM,

ODD FELLOWS' HALL - - - - - BOSTON, MASS.

Sole Central Agency for the State of Ohio: GUMP BROS., Dayton, Ohio.

Sole Central Agency for the Northwestern States: A. G. SPAULDING & BROS., 108 Madison Street, Chicago, Ill.

Sole Central Agency for the State of Pennsylvania: W. R. FIELD, Greenville, Pa.

— FACTORIES. —

Coventry - - - England,
(BAYLISS, THOMAS & CO.)

THE "HARVARD,"

ROADSTER AND SEMI - RACER.

London - - - England,
(SURREY MACHINIST CO.)

THE "YALE,"

ROADSTER, LIGHT ROADSTER & RACER.

Birmingham - - England,
(THOS. SMITH & SONS,

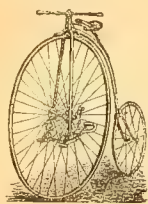
THE "SHADOW,"

LIGHT ROADSTER.

Direct Importers of the "Special Timberlake," the "Pilot," the "Stanley," and all other absolutely first-class English Machines. Harrington's Cradle Springs, Nash's Patent Rubber Handles, Joseph Lucas's Celebrated Lamps, Lamplugh & Brown's Saddles, Bags, etc., Butler's Rat-Trap Pedal Slippers, Hancock's Patent Tires and Pedal Rubbers, Thompson's Cyclometers, the "L. L. C." and Bicycle Sundries and Fittings of every description, supplied from stock or imported to order.

Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



"THE FACILE."

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,

189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

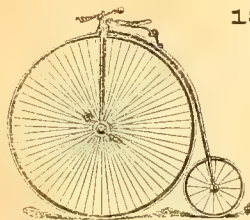
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company,

(LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

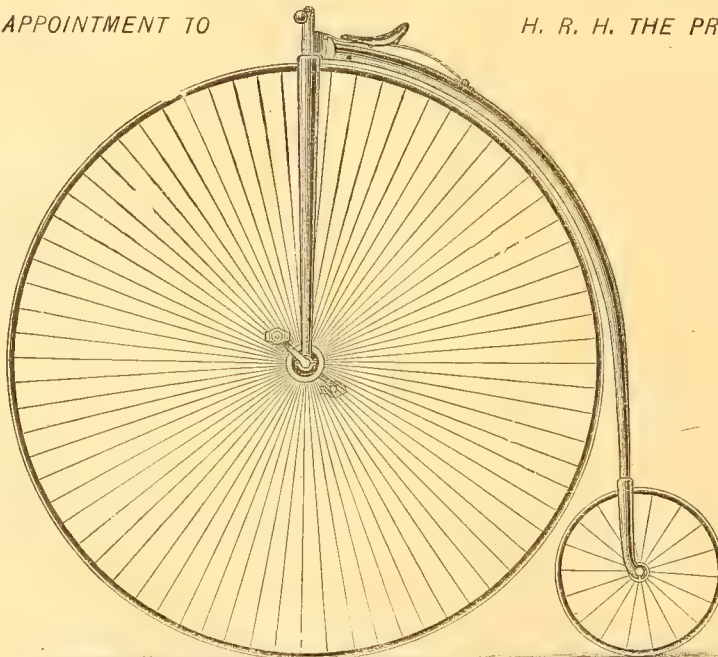
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—

"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60
Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
W. C. Scribner, 1108 E St., Washington, D. C.
American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Garvey's Bk. Agency, 212 No. 12th St., St. Louis.
Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 26 OCTOBER, 1883.

CONTENTS

Editorial: Club Records; Accurate Records;	
Change in Fashion; Notes	327-9
Currente Calamo	329
Correspondence: Foster Protest; Karl's Century;	
Thanks	329-30
The Last Facile Twenty-Four Hours, 212 Miles in	
24 hours	330
Corey's Ride, 190 9-10 Miles	333
Route: Boston to Fitchburg	333
Down-East Tour. — V.	333-5
Patents	335
'Cycling Institutions	335
Racing News	335
Wheel Club Doings	336
C. T. C.	336
Notes, Queries, Etc.	337
Fixtures	337

CLUB RECORDS.

ONE of our esteemed daily contemporaries indulges in a lot of talk anent the long road rides of which we give an account elsewhere. It makes a mountain out of a mole-hill, in questioning whether or not the ride of Mr. Corey is a "club record," and says, "The run was called by the captain of the Massachusetts Club last week, and was intended to be a regular club run, and is now

claimed as such by the members of that club, but it is a question, which has not been decided whether a run can be called a club run when only one of the participants completes the distance." If a run to be entitled to be called a club run must have more than one of the "participants complete the distance," why not say that at least four riders must do so, as this was the number who completed the distance in the first so-called long-distance club run. Certainly, if the number has anything to do with a club's records, no club is entitled to one unless the conditions of the first run were at least equalled. A club, of course, feels some gratification in having several of its members do a good performance, but should not lose the record, because only one member "completes the distance." But we regard the matter in an entirely different light, and while for the sake of convenience, where several members of one club make a good record we refer to it as a club affair, yet we think the individuals are entitled to the record, and in every case will be so credited by us. We don't know that it makes much difference to the Massachusetts Club whether or not the ride of Mr. Corey is called a club run or an individual one. It is a fact that Mr. Corey is a member of the club and that the club and its members are entitled to all the honor, gratification, and benefit they can derive from his performance. If we were to take the aggregate records of a club's members for a day's riding, then we really would have club records, but in the case of these runs the club as a club affects the result but little. Who is entitled to the honor, however, whether one, two, or a dozen members complete the distance? Is the club who officially calls the runs and applauds the performance, or are the individuals who do the work and go to the trouble, expense, and fatigue attendant upon these remarkable journeys? We opine the latter. What would our esteemed contemporary think of us if we should in compiling a table of records, say that on the 17th and 18th October the Lawrence Club rode 212 (?) miles? Highly unjust to the three members who were able to ride so far. But it says it is a club run, and if so, why is not the identity of the individuals lost? That a club should be deprived of the record simply because one member alone is stronger and faster than the others, or is the only one who can

and will ride a given distance in a stated time, is simply absurd. It was a mistake to ever have called these runs club runs, or rather club records, though the reason therefor is easily seen. The distances ridden were less and the number completing the distance greater, thus it was much more convenient to refer to them as club records than to name over each individual. If the Lawrence boys' record is a club record, so is Mr. Corey's, and the Massachusetts Club has a right to consider it so if it so desires. For our part, if the distance claimed by the three members of the Lawrence Club is proved correct, we shall in compiling our records credit each individual with a record of two hundred and twelve miles in twenty-four hours.

ACCURATE RECORDS.

WE desire to call the attention of all who may intend, either now or in the future, to break the twenty-four-hour record, to the necessity of taking precautions to substantiate it. By our advice the members of the Massachusetts Club announced, through our columns, or gave us permission to do so, that they would attempt, on Thursday, the 18th, to ride more miles in a day than any one else had ridden. Though our paper was dated Friday, it was issued on Thursday, and furnished notice of the attempt to many. In addition to this, every precaution was taken to secure the record beyond peradventure. Several postals were mailed to us and are now in our possession. We were, on account of the notice given us, enabled to check the riders at the start, again at breakfast, and in the evening. Mr. Weston, of the Boston Bicycle Club, also acted as a check from Salem to Newburyport, and Mr. Norton stopped Mr. Corey just at twelve and removed the cyclometer from his machine. All these were entirely disinterested parties. Everything was done to prove beyond question that the route named was ridden over, and if any one doubts the distances he can measure the route, and if he finds it shorter than claimed, question the record. This is as it should be, and we trust that in the future the same precautions will be taken by others. In regard to the record claimed by the members of the Lawrence Bicycle Club, we must ask that they substantiate their claim to the distance of 212 miles. We do not think they have done more than make an honest mistake, and possibly not even that, but we cannot

make the route claimed to be covered figure anything like 212 miles. We are ready to give them the record when they prove they are entitled to it; until then Mr. Corey's $190\frac{9}{10}$ miles will be considered by us as the correct distance and record.

CHANGE IN FASHION.

LOOKING at bicycling from an Eastern standpoint, it is interesting to note how the style in fashion in the finish of machines has changed. We remember well the stages which it has gone through. In 1877 and 1878 most bicycles were painted or finished half bright. This was the standard finish, though an occasional all-bright machine was seen. Gradually the all-bright machines became more common, and in 1880 there was a decided tendency towards full-nickelled machines. It was considered the "correct thing," and all who could afford it had nothing but nickel. The older riders soon saw the folly of their ways, and painted spokes and rims became popular among them. Here was a direct and complete change over the machines of early times. Then the spokes were left bright, and now they are the first part that is touched by the painter or enameller. But the painting of spokes was not enough to satisfy those that used their machines, and now the most stylish as well as the most servicable finish is paint or enamel all over. We think there is a lesson to be learned from these changes. Each distinct style marks an era in American 'cycling, which is interesting and gratifying. The first style of finish was but the result of ignorance. The second era, the nickel-plated age, was the result of a rapid increase in the number of riders and the tendency towards parades, ostentation, and show. This era also marked a decided tendency among wheelmen to dress better. The third and up to date the latest style is the result of experience, of wisdom, and a desire for the practical. Nickel plate is handsome, but it is a nuisance, and a "hearse," as we heard a full black painted machine designated the other day, is the most sensible and comfortable kind of finish for a machine. It is the finish almost universally adopted among our oldest and best riders,—those who have passed through all the vicissitudes of club runs, drills, parades, and the playing part, and have settled down to the solid enjoyment of their wheels.

We said at the beginning that we should view this subject from a purely Eastern standpoint. Our reasons for this were that we are more familiar with the changes that have taken place here, and because we fancy that the West is now in the full swing of the nickel-plated age. This may be accounted for by the fact that bicycling is older here, and also because close proximity to the salt water is disastrous to nickel. But notwithstanding these facts, we believe that the finish of the future among all wheelmen, with very few exceptions, will be something which will protect the metal and can be readily cleaned.

THE erection of sign-boards for the convenience of wheelmen has generally been regarded as a herculean task. Though a uniform board has been adopted, the means and men have been lacking for placing them. We are confident that if our roads were systematically labelled, the results would be of the greatest benefit to the sport. Personally, we have been prevented from taking trips on account of the uncertainty and meagreness of the directions at hand. Doubtless other riders have been prevented for the same reasons from touring as much as they would like. Though racing should, in our opinion, be encouraged as a distinct branch, of acknowledged and peculiar advantages, touring and road riding is the most sensible one of either bicycle or tricycle. Racing will increase of its own merit and attractiveness, and, therefore, too much attention cannot be paid in encouraging and facilitating touring, and providing for it so far as is possible. This can be done in no better way at present than by the erection of sign-boards by some official means which will be a guarantee of the accuracy of the information they afford. That the task is not so difficult as is generally supposed is proved by the fact that Capt. Everett, assisted by E. A. Hemmenway, of the Ramblers, labelled fifty miles of road in less than a day in preparing the route of the one hundred-mile road race. Of course, so much could not be done in the same time with boards giving directions and distances, but a few days would suffice to thoroughly map out a goodly section. The attention of the League should be turned in this direction, and a few parties organized to carry out the idea. The task is not so great as is imagined, while the benefits both to

the sport in general and the organization in particular would be inestimable.

ONE of our leading racing men called our attention to the fact of the position of saddles in racing. He claimed that at Springfield all the old and successful racing men, both amateurs and professionals, placed their saddles further back, than did the novices. It is the attention to such details which often leads to success, and this is a point worth experimenting upon. It is generally supposed that the more direct the thrust the better the position is for speed, and this supposition is in the main correct, but it is claimed that it should not be obtained by putting the saddle too near the head of the machine.

SOME of our English contemporaries make a most absurd distinction between "ride" and "race." Those that have been inclined to uphold road racing all speak of such contests as "rides." We have no sympathy with such palpable perversion of words, or such silly evasion of their generally accepted meaning. If we compete for prizes, honor, or anything else, whether on the highway or the path, it is racing. For the sake of variety it may be well enough to call the road races rides occasionally, but when the word "ride" is used purposely, and because the law prohibits "racing," it is time that the cycling press (of England) discouraged such "rides." When a paper resorts to such a quibble to uphold that which is prohibited, the case must be weak.

WE wish to give a friendly little dig in the ribs of some of our worthy club secretaries. It is in regard to unintentionally misleading the promoters of race, and other meetings by false returns of the numbers their club intends to have present. It is safe to say that generally the number expected to turn up is considerably more than the number which actually does so. This is sometimes very embarrassing as well as expensive to the promoters of entertainments. They are led by the returns of the various club secretaries to expect and prepare for a much larger delegation than they need to. It was so at Springfield, it was so at New Haven. In the former case it led to almost disastrous results, for extensive preparations were made for caring for and feeding a much larger number of

wheelmen than was necessary. We have a great deal of sympathy for the secretaries themselves, for we know they are often misled by their own club members. It is to be hoped that in the future a little more care will be taken in this matter of returns, as it is very discouraging to prepare for a thousand and have but half that number put in an appearance.

OUR friend Prince, as well as many others, confound the reports of races and news items with editorials. The latter we are responsible for, but the former do not receive our indorsement beyond that which is given them by their insertion. In regard to exhibition races, which it is admitted are taking place by the participants, we can only say this, that they have been advertised as races, and are offered to the public as an inducement for it to attend and swell the gate receipts. Whether the people are misled as a general thing we do not know nor care. It is clearly absurd to expect the public to pay to witness races that are announced as fixed, and in which the interest can only be in the satisfaction of gazing upon two or three good riders on the wheel. There is scarcely any uncertainty in the result, as if A. wins the first race B. is pretty sure to win the second. We have in our ignorance generally supposed that all racing necessarily included competition, but in these alleged races even this element is absent. If these races are mere exhibitions, why should they be announced to be run for purses? Why is not the fact plainly advertised as being a hippodrome for which the exhibitors are to receive such and such remuneration? We know there is not much money in professional racing in this country, but we hope we shall hear of no more exhibition races being run.

CURRENT CALAMO

If you want a copy of the League Constitution and Rules as they are to-day, send for our supplement, six cents by mail.

WILL some one explain why a rider seems to go twice as fast as he really does go when riding in the dark.

THE Boston Bicycle Club are to lay out the most perfect lawn tennis court in the United States, at their suburban headquarters at Cobb's. "Papa Weston" has said it, and that settles it.

A RIDING school has been opened at

Albany, N. Y., by Messrs. Burch and Paddock.

THE League of Essex County Wheelmen is to prepare a road map of the county during the fall and winter.

THE new 'Cyclists' Touring Club badges are out. They can be obtained of the chief consul.

'CYCLING at Cambridge seems to be booming, and especially among the faculty at Harvard. Prof. J. W. White has become a convert to the bicycle, while Dr. James rides the more sober three-wheeler.

ALL the name the Chinese have for the bicycle is, "Tye sing chch," which means a self-going cart.

By the way, the champion of the Boston Club is now riding on the Star.

CLUBS that hold race meetings would do well to use their entire membership for police duty. The boys in uniform will do better work in keeping the track clear than the regular police. Jordan did good work at Springfield, but he should have had more of his club men to help him.

THE Massachusetts and the Citizens have been fraternizing again. We trust that this trip was as pleasant as the last, and that Boston may see the Cits. every year.

THE Hawthorne Club don't seem to be so dead, after all, but came right forward and entertained both the Massachusetts Bicycle Club and the Cits.

MESSRS. A. S. PARSONS and C. L. Clark represent Massachusetts on the railroad committee of the L. A. W.

F. LEES won the 100-mile championship of England, 6 October, riding the distance in 6h. 36m. 30 $\frac{1}{2}$ s.

IN the six-days race at Chicago the score stood as follows at the end of the first day: Prince, 172 miles; Higham, 172; Morgan, 169; Woodside, 160; Dowse, 139; Shack, 147, and Clark 114.

A NEW machine has been made by a Quincy man. It has four wheels, and is driven by a spring. Its chief point of excellence is said to lie in the improved method of coiling the spring. Two of the wheels of the machine are 5 feet in diameter, and two 2 $\frac{1}{2}$ feet across. The spring is 40 feet long and 3 inches wide, and when coiled will, it is said, lift a weight of 600 pounds.

At last the record is broken.

THE Lawrence boys rode Experts.

BOTH Corey and Claffin used Duryea's combined saddle and spring, and speak in the highest terms of them.

WE received a pleasant call from Mr. and Mrs. Brown, of the Kings County Wheelmen, last Saturday. Mr. Brown has just been elected a lieutenant of the Kings County Wheelmen, to fill a vacancy caused by a resignation. This club will have a run on election day, 7 November.

THE Harvard Bicycle Club had the biggest turnout since it was formed when, on Tuesday of last week, twenty-three members went on a club run to Lexington.

This is an encouraging sign that the interest in bicycling is on the increase at Harvard College.

EDITOR JENKINS, of the *Wheel*, sustained a bad fall Wednesday evening of last week and dislocated his knee. Mr. Oliver, of the same journal, has sailed for Florida.

W. C. SCRIBNER has been appointed chief consul for the District of Columbia.

YOU are wrong, Mr. Ducker. The man that did the most talking hails from New York.

THOSE who ride in cold weather would do well to wear a garment that is tight at the wrists. This will save the rush of air up the sleeves.

THE *Wheel World* for October has a portrait of T. R. Marriott, the long-distance rider. We think the publishers have made a mistake and used a picture of John F. McClure, of the *Wheelman*, or else the two men are twins.

H. B. HART offers some fine bargains in bicycles.

WE have received a complete file of the *Springfield Wheelmen's Gazette*, bound in a pretty paper cover. It is a fine souvenir of the meet, and we imagine that wheelmen can obtain copies by paying for them, though there is no announcement that there are any for sale.

WE commend to the attention of wheelmen the routes which "Wheel-er" from time to time contributes to our columns. They are written in a manner to be clearly understood, and we should be pleased if other riders would send us routes gotten up in the same way. As to our contributor's spelling, we have nothing to say. We leave that thing to the dictates of conscience.

THE *Western Cyclist* for October is out. It contains a great deal of matter of interest to Western wheelmen, and they should encourage it. The paper is supplied for twenty-four cents a year, and is worth much more than this.

DOWN in Kentucky they are to have a road race on Sunday. Shades of the Pilgrim fathers, turn away your heads.

DON'T send postal notes for even dollars. They are no safer than bills, and they cost you the fee and trouble of getting them, and us the trouble of collecting them. If safety could be assured the trouble would not count, but they can be turned into money as easily as a bill can be changed for silver.

BICYCLES are not very plentiful in Russia, and in certain parts of the country the bicycle has never been seen by the inhabitants. A wheelman recently rode through one of these latter places and was taken for a god by the people and in consequence was treated with the greatest veneration. In Moscow there are one hundred wheelmen. A restriction in regard to the use of streets has been withdrawn.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

That Foster Protest Again.

Editor Bicycling World:—Noticing in your issue of 12 October a communication in regard to the Foster protest, and your comments thereon, and in order to have the matter perfectly clear, I append the following statements of facts: The Maryland Bicycle Club, in the fore part of July, at a meeting passed a series of resolutions requesting an investigation by the executive of the League in regard to an article which appeared in the *Spirit of the Times*, of 20 June, enti-

tled "Can Such Things Be?" and that the writer of said article be expelled, if this can be construed into a protesting of any particular individual, my understanding of it is decidedly wrong. If Mr. Foster has been protested, as the author of your article says, by the executive of the League, we have not been officially advised, consequently I signed the letter brought me by Mr. Foster, and would have signed it for anybody else. Trusting you will give this prominence, I remain,

Respectfully,
E. A. GRIFFITH.

Karl's Century.

Editor Bicycling World:—Please blow the big fish-horn and beat the dishpan in my honor. The sole remaining object of my ambition has been accomplished. I have taken a straight away ride of one hundred miles in a day. Starting from the Tecumseh House in London, at 5.45 A. M. of Thursday, 11 October (having ridden 149 miles from Detroit during the three previous days), at 5.45 P. M. I had covered 72 miles in nine hours of riding time, my stops being respectively 15, 75, 20, 40, and 30 minutes. After doing 76 miles, I stopped two hours more for supper, bath, and change of clothes; and then at 8.30 began the home-stretch of 24 miles from Howesville to Mitchell. I finished at 2 A. M., at the Hicks House, with 100 $\frac{1}{4}$ miles as my record on the cyclometer. Clouds hid the moon, and a strong wind blew against me all the night, but I rode more than I walked, and I rode about four miles without dismount. From London to Goderich, 66 miles, my course was the one traversed by the Chicago tourists in July last; and the rest of it was the one they would have traversed, except for the rain. If the moon and wind had favored me, I could readily have finished at midnight, when my cyclometer showed 91 $\frac{1}{2}$ miles.

KARL KRON.

Thanks.

Editor of the Bicycling World:—Will you kindly allow us space in your columns to return thanks to the gentlemen who so kindly assisted us during our ride? The kindness of Messrs. Dean and Norton in regard to meals, clothing, etc., assisted us greatly in our endeavor to beat the record, and was essential to our success. We wish to extend thanks also to Mr. F. W. Weston, chief consul of the 'Cyclists' Touring Club, for meeting us at Salem, and riding to Newburyport with us; also, Mr. B. D. Harrington, of the Hawthorne Club, Salem, who proved to be an unusually strong rider, and a perfect gentleman; and last, but not least, to the gentleman who made the pace for Mr. Corey in the last forty miles, together with Mr. Norton. The many kindnesses extended to us by the above gentlemen are sincerely appreciated by yours very truly,

A. D. CLAFLIN,
H. D. COREY,
J. J. GILLIGAN.

The Last Facile Twenty-Four Hours.

You fell into an error in your note on this performance, in a late WORLD. The rider was not Brown, but Adams. Brown was second in the 24-hours Facile race of June 23, and Adams was first. Brown

is an old racer, having taken forty-six prizes during the last three years, and his 255 $\frac{1}{4}$ miles, 16 August, was his *fourth* accomplishment of over 200 miles in 24 hours; Adams, on the other hand, was never heard of before his 221 $\frac{1}{4}$ miles 23 June, and that was his first attempt at any special feat. The distinction between the two is thus more than that of giving the credit to the right man, and I have taken the trouble also to make some comparisons between these two performances.

Brown's performance of 255 $\frac{1}{4}$, 16 August (mainly on a 55-inch Invincible), is the top notch in a long-distance record for one day. His riding time was 22h. 38m., averaging 5.32 minutes per mile, or 11.28 miles an hour. Adams's riding time was 21h. 38m., averaging 5.36 minutes per mile, or 11.20 miles an hour. [In these notes I use decimals, 5.36, meaning 5 minutes and 36 hundredths, not 5 m. 36s.] The difference between the two men in aggregate result was thus almost wholly that of the rests, Brown running just an hour longer, and averaging 8 hundredths of a mile more per hour.

I have compared also the speeds of the two, over as nearly corresponding distances and riding times as could be got from the 'Cyclist' reports. Reckoning from the start, Brown did on his 55-inch:

Miles.	Time.	Averaging 1 mile in	Miles per hour.
14 $\frac{1}{2}$	1h. 3m.	4.35	13.82
30 $\frac{3}{4}$	" 2h. 23m.	4.65	12.90
103 $\frac{3}{4}$	" 8h. 35m.	5.00	12.00
195 $\frac{1}{4}$	" 17h. 12m.	5.26	11.40
53 $\frac{1}{2}$	" 5h. 0m.	5.61	10.69
6	" 0h. 22m.	3.75	16.00

In this I have followed Brown, aggregating distances and times up to nearly 200; then taking his next long strip, and then his concluding spurt with which his time ended. Doing the like for Adams on his Facile, we have this:

Miles.	Time.	Averaging 1 mile in	Miles per Hour.
22	2h. 5m.	5.68	10.62
33	3h. 0m.	5.45	11.00
102 $\frac{1}{4}$	9h. 25m.	5.52	10.90
200 $\frac{1}{4}$	18h. 23m.	5.50	11.00
34 $\frac{1}{2}$	2h. 45m.	4.80	12.50
7 $\frac{1}{2}$	0h. 30m.	4.00	15.00

It thus appears that Brown started out fiercely, and he was fortunate in coming off free from mishaps, as he must have "rushed" every hill at the highest coasting rate, regardless of the night. He ran down steadily in pace, barring the fine spurt with which he finished; for example, after doing 103 $\frac{3}{4}$ miles at 12 miles an hour, his next 92 $\frac{1}{4}$ miles ran down to about 10 miles, reducing his average, on the approximate 200, to 11.40. Adams's run was the reverse; his first 22 miles were the lowest, his pace generally rising after that, and his final spurt being a trifle better than Brown's, being longer.

Contrasting the conditions of the two riders, I assume that Brown was favored with fair weather, as there is no mention of any other. On the other hand, Adams, after making one attempt, a week or two

earlier, which heavy rain forced him to give up after a few hours, had unfavorable weather. Thus I read that clouds came over the moon at the start, "and it was not long before a heavy Scotch mist fell, drenching both riders, and making the going frightfully heavy"; that from Henlon to Biggleswade "was very heavy travelling"; that "the long, dreary stretch between St. Scots and Cambridge was bad going, and in some places fearfully loose and stony"; etc.

At the opening of last season Snook's 214 $\frac{1}{2}$ miles on a 42-inch Facile, in the 24-hours' race of September, 1882, was the biggest recorded and undisputed long-distance performance. On 23 June, Adams, on a 44-inch Facile (second-hand and without ball bearings), raised this to 221 $\frac{1}{2}$. Very soon after Bird got a quarter-mile over this on a Humber tricycle, in the Speedwell 24-hours. Then Brown set out on a 55-inch to do 240, and did 255 $\frac{1}{4}$. Now Adams has brought the Facile (probably a 44-inch) to 242 $\frac{1}{2}$, and has only 13 miles yet to beat? Can he do it? The 'Cyclist' report says: "Under favorable circumstances, we have no doubt that Brown's record, 255 $\frac{1}{4}$ miles, would have been lowered; and, as it was, had the services of three or four first-class road riders been available, Father Time would have had a shaking."

I have no doubt that Adams can and will rub out this remaining 13 miles, and how far short of 300 the Facile record will stop I am not trying to figure. Somewhere there must be a final notch; I believe the Facile will make this and keep it. But whether it does or not, it has amply proved its qualities as a roadster, and the fallacy of the notion which I have so often combated in print, that small wheels are ridiculous, and can't "go." And, although I am not making prophecies this year, I will just whisper the hint that the Facile's *short* distance speed is not ascertained yet, and that it may be heard from on the track before—well, let us say, before any new successful bicycles are invented.

JULIUS WILCOX.

15 PARK PLACE, NEW YORK, 6 October, 1883.

212 Miles in 24 Hours.

THE Lawrence Bicycle Club again takes the lead for distance in an all-day run, — two hundred and twelve miles covered in 9h. 29m. Last season, Messrs. Webb, Smith, and Cogswell stopped at one hundred and sixty-nine miles for their record for twenty-four hours. Midgley, of Worcester, saw them ten miles better, and so the record stood until Wednesday, 17 October, 1883.

Tuesday, 16 October, at sixteen minutes past five, the Lawrence Bicycle Club, represented by its captain, Thos. S. Webb, John Tacy, and J. F. Finn, started from Malden, to break the record. Messrs. Segur, Cogswell, and Cotton, of the club acting as pace makers.

Their route was as follows: Malden to So. Natick and return, then back again to So. Natick to lunch, then to Rowley, Rowley to Beverly, thence to Salem to dinner at the Essex House. From Salem to West Newton, and from there to their starting point at Malden, which was reached at 5 P. M. Wednesday, giving them sixteen minutes to spare.

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.—The Patent Differential Double Driving Axle. This is the only perfect double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{3}{4}$ -inch and $\frac{3}{8}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $6\frac{1}{4}$ -inch and $3\frac{1}{2}$ -inch; Aeolus Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

THE COVENTRY ROTARY AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

COLUMBIA

Bicycles and Tricycles

STANCH AND RELIABLE ROADSTERS.

**Expert Columbia. Standard Columbia.
Columbia Tricycle.**

Ball Bearings all 'round.

The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skilful Workmanship and Scientific Construction can produce.

Bicycle and Tricycle Lanterns.
Bells, Whistles and Bugles.
Columbia Pedal Slipper.
Bicycle Bundle and Book Carrier.
Multum in Parvo Bag.

The Acme Stand, Cyclometers, and every variety of American and Foreign Bicycle and Tricycle Sundries.

Send Three Cent Stamp for Illustrated (36 page) Catalogue.

The Pope Mfg. Co.

597 Washington St.

BOSTON, MASS.

Bargains in Bicycles.

I have on hand the following second-hand Bicycles, any of which will be sent C. O. D. to any address, with the privilege of examination, provided the person ordering will pay the freight charges both ways, in case he does not accept the Bicycle, and sends with the order a sum sufficient to cover said charges.

H. B. HART,
811 Arch St., Philadelphia.

LIST.

46-inch Special Challenge, \$70.
46-inch D. H. F. Challenge, \$75.
48-inch Special Columbia, \$70.
48-inch Pacer, \$75.
50-inch Harvard, \$100.
50-inch Special Columbia, \$80.
50-inch O. S. Standard Columbia, \$55.
51-inch American Star, \$65.
52-inch Special Challenge, \$70.
52-inch Special Columbia, \$75.
52-inch Sanspareil, \$100.
52-inch Club (new), \$145.
52-inch Special Challenge, \$80.
52-inch O. S. Standard Columbia, \$50.
52-inch Premier, \$110.
52-inch Extra Challenge, \$90.
52-inch Extra Challenge, latest pattern, nearly new, \$125.
54-inch Harvard, \$95.
54-inch British Challenge, \$135.
54-inch Albert, \$60.
54-inch Sanspareil, \$95.
54-inch Western Racer, \$100.
55-inch Harvard, \$100.
56-inch Standard Columbia, ball bearings, \$80.
57-inch Yale Roadster, \$110.

NOTE. — Full description of any of these machines will be forwarded on application.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY.

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

This is what the trade has needed, — a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

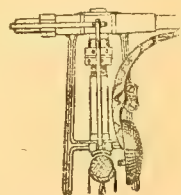
Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,

CHICAGO, ILL.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Ask your Bicycle Dealer for the
PERFECTION BICYCLE ALARM.
AUTOMATIC, INSTANTANEOUS.

MANUFACTURED BY
THE SERRELL ALARM CO.
161 and 163 Clymer St., Brooklyn, E. D.
Send for Circular.

Fourteen miles were covered in the last hour. On the one hundred and thirtieth mile Mr. Finn took a header, which split open his hand, necessitating his withdrawal.

The score stands two hundred and twelve miles in twenty-four hours. The rests took four hours and a quarter. Actual travelling time, nineteen hours and twenty-nine minutes.

The Lawrence Club are now resting on their laurels, and are happy in the possession of three such good men as Webb, Tacy, and Finn. Worcester, we're waiting for you. "869."

We would like to see this record substantiated. The following measurements of the route taken are from the figures which were carefully made for the Boston road race, and the distance is much short of that claimed.

Malden to So. Natick.....	18 1-2
Return.....	18 1-2
Malden to So. Natick.....	18 1-2
So. Natick to Rowley.....	48 27-32
Rowley to Salem.....	16 13-16
Salem to W. Newton.....	24 13-16
West Newton to Malden.....	13 1-2

150 15-32

Corey Rides 190 9-10 Miles in 24 Hours.

ON Thursday, 18 October, just as the clock struck twelve, midnight, H. D. Corey and A. D. Clafin, of the Massachusetts Bicycle Club, left Harvard square, Cambridge, on their bicycles. Mr. Dean, of THE WORLD, started them, and saw that both cyclometers were at zero. From Harvard square the two men rode through Allston, Newton, Newtonville, West Newton, to the great sign boards, covering the 9 miles in 51m. The route from here on was by way of Beacon and Walnut streets to Newton Highlands and Dedham, and the distance was traversed without any event. At this point the following postal was mailed to us: "Arrived at Dedham at 1.50 A. M., distance 19 miles, all well and going nicely." They then rode through Needham to Wellesley, where another postal was mailed to THE WORLD as follows: "Arrived at 2.45 A. M. Left at once. Distance, 26 miles. All well. Distance more than expected." From Wellesley they rode to Natick, and, on the way, met Mr. B. D. Harrington, of the Hawthorne Club, Salem, who had started directly after them from Harvard square. The roads were very poor, and they suffered considerably from the cold, the thermometer showing a temperature of 22° above zero. They arrived at Framingham and mailed the following postal: "Arrived at 3.45. Left at once. Distance, 35 miles. Very cold. Roads bad. Shall stop at South Framingham." Mr. Harrington left them before Framingham was reached, going back to South Framingham and waiting for them there. On Corey and Clafin's return to South Framingham, a stop of fifteen minutes was made to get warm at the railroad station. On leaving, Mr. Harrington could not be found, and it was afterwards ascertained that he had been taken sick. While proceeding towards Natick, Mr. Clafin took a violent header and bruised himself in several places, but did no injury to the machine. The roads were covered with gravel at a number of points, making fast riding impossible. They reached the great sign boards and proceeded via Beacon street to Chestnut Hill Reservoir, going through which, they reached Brighton, and a few minutes before 7, drew up to Harvard square. Mr. Dean, of THE WORLD, was again on hand, and noted the cyclometer 62 miles at this point. After considerable delay in getting breakfast and being warmed through, the start was made at five minutes past 8, with Mr. J. J. Gilligan, of the Massachusetts Bicycle Club, who met them and piloted them through Malden and Lynn to Salem, which was reached at 10.15 A. M. Mr. F. W.

Weston dropped us a postal at this point, as follows: "It is now 9.55 A. M. and the 100 miles have not yet turned up; perhaps they have given up the attempt, so I shall now go quietly on to Newburyport and look for them to overtake me." But, before he had started, the men arrived at the Essex House, where a stop of fifteen minutes was made, Mr. Weston mailing us another postal at 10.20 A. M. to the effect that "Corey, Clafin, and Gilligan just arrived. Men all look well. Cyclometers give 82 miles so far. Newburyport will make them 106. Will mount in a few minutes." Newburyport was reached at 1.20 P. M. Distance, 107 miles. Clafin had another fall and injured his leg so severely that he decided to be content with his century.

A stop of about an hour was made here for dinner and a rub-down. At 2.20 P. M. Corey and Gilligan, accompanied by M. Harrington, of Salem, left Newburyport and returned to Salem by the same route. Gilligan dropped behind Corey a few miles before reaching Salem, and did not again catch up with him. Corey arrived at Salem at 4.50 P. M., and continuing on, reached Lynn at 5.35 o'clock. He was now alone, and as it was very dark, had to ride so slowly and carefully that he did not arrive at Harvard square until 7.30 P. M. Mr. Dean was here and checked the time and cyclometer, which registered just 155 miles. Mr. Corey seemed to be not at all fatigued, and after a light supper and a rub-down started off again, apparently as fresh as in the early morning.

Mr. Corey left Harvard square in company with a number of his club, together with Mr. Dean, a pace-maker, and Mr. Hoag, of the Harvard Bicycle Club; but Dean and Hoag were soon content with a slower pace than Mr. Corey was setting, and after a few miles, lost sight of the "record breaker" in the distance. Corey and his pace-maker rode at racing speed through the Newtons to the great sign boards, and followed the same route as in the morning to Wellesley, where Mr. Eliot Norton, of the Harvard Bicycle Club, took Mr. Corey in hand and stayed with him until the finish. On reaching the reservoir Mr. Corey had about half an hour more, and as he would be compelled to re-double his tracks, he rode round the reservoir five times, or 5 and 5-6 miles, at a racing pace, covering the distance in 22m. Leaving the reservoir, they ran to the Cattle Fair Hotel, Brighton, reaching there just as the clock struck twelve. A stop was made to remove the cyclometer, which is now in possession of Mr. Dean, and registers 190 and 9-10 miles. Four hours and 57 minutes were consumed in stops for refreshments, rests, etc., making actual riding time 19h. 3m., which gives an average of about 10 miles an hour.

Mr. Corey finished in good condition and suffered from no undue physical exertion. Returning to Cambridge, he was looked after by THE WORLD representative, where, by the thoughtfulness of that gentleman, a substantial supper was partaken of, and after a bath and rub-down he was put to bed, comparatively little worse for his trip.

Mr. Gilligan, after being left by Mr. Corey, rode to Boston, covering 104 miles in 13h. and 35m. The machines ridden were as follows: Corey, 53-inch light Rudge roadster, weighing 32 pounds. Clafin, 52-inch light Rudge roadster, 31½ pounds. Gilligan, 54 inch light Rudge roadster, 34 pounds. The light machines stood the test well, and nothing occurred as far as they were concerned that served to mar the success of the ride. Corey rode the entire distance without brake or leg-guard.

Boston to Fitchburg.

TAKING it for granted that the usual way to Framingham is familiar, follow the Worcester turnpike from there around the reservoir, and about three quarters of a mile beyond, take the right hand road, which is crossed by a rail-road bridge within easy sight of the turnpike. Take second right road; keep straight on to Southboro,

and direct towards Northboro. About four—perhaps five miles beyond Southboro the road forks in nearly equal angles. This place can be noted by a brick house on the right hand just before reaching it, and a school-house around the right hand corner. Here take right hand road; then first left and first right, bearing to left till a short hill leads down to a mile. Turn right; go by this mile about three quarters of a mile till another mile is reached. Here turn sharp to left into what is apparently an unused road,—but it's "all right." Thru the woods about a mile, not extra wheeling, then a sharp wheel to right, and there begins a road continuing to Clinton, which for the greater part is well-nigh perfect for the feet of the steed we love the best, hard, smooth gravel, well-kept, free from stones, and smooth hills. Go thru South Berlin, Berlin, West Berlin, according to grid-boards, "Clinton and Lancaster." Thru Clinton, South Lancaster, Lancaster, and North Lancaster; the wheeling is good, though not as easy as over the roads just described. Bear to left thru North Lancaster, ride or walk up a great hill, spin along the top over fine road, coast the other side long but smooth, and not very steep. Now, for a change, come a mile or two over sandy ways, the only really bad wheeling in the 58 or more miles; and a strong rider might not be troubled much. At Leominster, I stopped from lack of time, though I long to push my pedals over the next five (5) miles over (the consul's) fine roads to Fitchburg. But I must push back to Worcester, and don't like to bump along over strange roads in the dark. This part of the trip was not wholly a pleasure, and so I'll not describe it, except to say I went back thru the Lancasters, Clinton, and from two miles beyond Clinton the road thru Old Boylston to Worcester is now much better than usual. About seventy-five miles. WHEEL-ER.

The Down-East Tour.

BICYCLING THROUGH MAINE AND NEW BRUNSWICK.

By GREESE.

V.

It was intended to devote a day to Grand Menan, a large island about ten miles to the southeast of Campobello, rich in wild natural scenery, but the fog and rain in the early part of the week had unsettled all their plans, so that Grand Menan had to be given up, but not without many a struggle.

An early start was made Saturday morning for Machias, a distance of twenty-eight miles. They left in the fog shortly after seven o'clock. A detachment, consisting of Messrs. Midgely, Dimock, Perham, "Karl Kron," and Corson, having preceded them some two hours. The roads were rough and heavy from the recent rains, and riding was therefore very uncomfortable. The artist followed in his carriage, as usual, and, besides the luggage wagon, another

vehicle was employed to convey the pleasurer, who was not feeling well (having been ill for some weeks previous to the tour, and who heroically remained with the party throughout the entire trip), and the Philadelphia gentleman, who did not feel equal to the task of wheeling to Machias over those uninviting roads.

Chief Consul Hill commanded the line for the first seven miles, until Trescott had been passed, when the sun came out and beat down with fiery force, as though trying to atone for its utter desertion of the party during the week. Here the commander, who had felt anything but well all the morning, concluded that it would be much more sensible to take to the wagon, and President Williams was delegated to lead off. The road was hilly all the way, and, as they advanced, the sand became more plentiful, until at last riding got to be positively laborious, and the wheelmen straggled along, each for himself.

About half way to Machias, two of the advanced corps ("Karl Kron" and Corson) were met with at a farm-house, and they joined the ranks. Soon after, the Lubec blacksmith's work began to show itself, the backbone of Mr. Adams' wheel again gave out, and Manager Elwell's likewise. But they did not give up. Their disabled mounts were relegated to the ambulance, and, borrowing a couple of machines from the non-wheeling tourists, they kept on with the crowd. One of the Massachusetts clubmen, who was hardly in the best of trim for riding that long distance, showed unmistakable signs of giving out, but he pluckily resolved to go on the wheel, "if it took a leg," and it came near doing so, as he received a bad fall while going down one of the numerous rough descents, and badly injured his knee. But he would not take to the wagon. He remained in the rear, going leisurely along, and, with the aid of his umbrella hat, succeeded in warding off some of Old Sol's violence. The heat was intense, and many halts had to be made for resting and to wait for the rear wheelers to "catch-up."

At one of the farm-houses they were treated to some rich, creamy milk, and the farmers along the way cheered them at intervals by assuring them that they were nearing Machias. One good old soul, standing in her door-way, ten miles from Machias, seeing how exhausted the wheelmen were, encouragingly told them that they had but five miles further to go. Her intentions, no doubt, were kindly met, but it was cruel to so deceive that trusting and weary crowd.

About one o'clock East Machias was reached, and the village found gaily bedecked in flags and evergreens, and the citizens turned out *en masse* to see the touring wheelmen. They halted there, and were hospitably invited to partake of a collation of lemonade and crackers, an invitation which they needed no second bidding to accept.

Feeling much refreshed from their copious potations, they gave three rousing cheers to the generous-hearted people, and, amid the waving of handkerchiefs, resumed their journey to Machias, which was, happily, but four miles further. At the entrance of the town Messrs. Midgley, Perham, and Dimock were found lying in wait for the party, and, donning their coats and making themselves look somewhat presentable, they all wheeled into Machias in fine style, up a steep hill, dismounting at the Eastern Hotel at two o'clock. Dry garments were hurriedly exchanged for wet ones (the latter being spread out in the sun on the various window sills and clothes lines, giving the hotel the appearance of a tenement house on washing day), and the now well-nigh famished wheelmen made a rush for the dinner table.

The afternoon was spent in sight-seeing, and the tourists themselves were objects of much curiosity on the part of the town's-people, who were out in great numbers. People had come from twenty miles around, and to save them from disappointment, tired as they were, a drill and an exhibition of fancy riding were given at the trotting park, concluding with a parade through the principal street. President Williams conducted the drill, which was done very creditably, and proved highly entertaining to the spectators. The fancy riding included some tricks by Corson on the Star. He rode over a log of wood to show the possibilities of that machine, but he was most effectually shaken up, and clearly demonstrated that it was a no more comfortable feat to propel that style mount over obstructions than an ordinary crank machine. The dauntless Midgley wanted to ride his Expert over the same log, feeling confident that he could do it, but his friends restrained him.

In the evening a supper was given at the hotel, which was attended by several of the prominent citizens of the town, with their ladies. Their was a season of speech making, and the Machias Cornet Band serenaded the company in front of the hotel. Hon. J. C. Talbot made the principal speech in behalf of the guests, which was a polished and eloquent effort, Rev. Mr. Day responding for the wheelmen in a peculiarly happy vein, and endorsing the uniform cordiality and hospitality of the people. The evening's festivities closed with dancing, and it was near the witching hour of midnight ere the last strains of the orchestra died away on the still summer air.

Machias, like many another Maine coast town, devotes herself principally to the lumber and fishing interests. It is a good-sized place, having 2,400 inhabitants and supporting two good weekly papers. The town extends over considerable territory, the larger portion of which is divided into several smaller villages, East Machias, Machiasport, Whitneyville, and Marshfield being the names of its subdivisions. Washington county jail is located here, and then had but five prisoners

within its walls, which certainly speaks well for the morals of the county. There is not a railroad within many miles of Machias, communication with other places being obtained by stage-coaches daily in summer, and by boat once a week in winter.

On Sunday morning the majority of the wheelmen attended church together, Rev. Mr. Day being invited to a seat in the pulpit and assisting in conducting the services. A slight ripple of amusement was created by the sexton mistaking the urbane Massachusetts chief consul for the reverend gentleman, and extending the invitation to him.

That was a memorable service. The sincere words from the pulpit, the group of attentive bicyclers in their quaint costumes, the sweet music, the odorant scent of flowers stealing through the open windows, and the restful Sabbath quiet prevailing, made an impression that will never be effaced from the memories of some of that congregation at least.

The tourists bid good-by to Machias the latter part of the afternoon, and took a run to Machiasport, where lay the staunch steamer "Lewiston," in which they were to return to Portland. It was but a three-mile ride, and the roads were in fine condition, save in one or two places. For a short stretch the road led by a clayey ditch, and, as it had lately been ploughed up, it was necessary to ride quite near the edge,—something less than "eighteen inches from the pole." It was rather a nice piece of balancing, but it was safely accomplished by all but two of the most skilful riders in the party, who were not sufficiently cautious, and consequently received an involuntary bath.

A little farther on "Karl Kron" met with his first mischance. He had ridden all the week in top boots, but on this short run he thought he would try slippers. All went well until he attempted to descend a little hill when his feet slipped from the pedals, and "Karl" was ejected from the saddle with such force as to make an ugly abrasion over his eye. That was enough. He swore off from slippers then and there, and resolved thenceforward to ride in nothing but his trusty top boots.

The pier was soon reached, and, after the wheels and luggage had been put aboard and the tea-table investigated, the tourists went out to explore the settlement.

Machiasport is a lovely village, and by far the most attractive one visited. There is an air of rest and quiet about it which is very agreeable. The houses are all neatly painted and well kept, and the scenery is unsurpassed for fine water and land views. And what is of no little moment to a wheelman, the roads are as hard and smooth as any in the old Bay State. But there are a few steep hills, which, although appalling to a climber, would be a source of perennial delight to a coaster.

The editor of the *Wheelman* took a

little spin about the village, and met with an embarrassing accident, which necessitated his walking backwards when encountering ladies on his return to the boat.

Before embarking, one of the party hailed a passing dealer of the lacteal fluid for a draught of that beverage. The horse began to shy at the bicycle, and finally backed down into a ditch, the cans rattling out of the wagon and following after. They were, however, righted before much of their contents had been spilled, and the innocent cause of the accident endeavored to console the milkman by paying him for his loss. The vender was very cool over the mishap, and, pointing towards the "Lewiston," said, "O never mind. I can fill up with water, and sell it to the boat."

It was late the next morning when the boat started for Portland, but it gave the tourists an opportunity of viewing more of the scenery than they otherwise could have seen.

The sail was a delightful experience, the view all along the Maine coast being inexpressibly beautiful. Mountains, lakes, rivers, villages, and islands were passed in great numbers, and the trip was one long to be remembered. About one half of the tourists left the boat at Bar Harbor to spend a few days sight-seeing at that fashionable resort, Mr. Pettee being among the number, he having evidently resolved not to return home till every trace of his mishap had vanished. The remainder stopped on the boat, which reached Portland early Tuesday morning, when the party disbanded.

NOTES.

The thanks of every participant are due to Mr. Elwell, and to Mr. F. W. Woodman, who acted as treasurer, for the very complete arrangements made for their comfort all along the route.

In response to several inquiries the occupations and professions of the participants are given. There were in the party four bookkeepers, two students, two editors, two paymasters, two bank tellers, two travelling salesmen, a jeweller, a bank clerk, a foreman of newspaper press room, a mechanical engineer, a freight clerk, a foreman in wire factory, a patent solicitor, an artist, a shoe manufacturer, a bookseller, a foreman of a shoe factory, a newsdealer, a minister, a confidential clerk, a bicycle agent, a shoe operative, a dry goods clerk, a newspaper writer, a lawyer, a provision dealer, a clerk in brass factory, and one in charge of family estate. The press was well represented, for, in addition to the two editors and the newspaper writers already mentioned, there was a correspondent of the Associated Press and one connected with a Boston daily.

The Stars were looked upon with much interest, some of the party affirming that they would give out before the tour was over, while the riders of those machines were confident that they could pass

everything on the road. But they did not give out, neither did they display any extraordinary powers. They kept up with the other wheels, and found hill-climbing equally as hard as did the others. But in going down hill the Stars had a peculiar advantage in being free from the probability of headers, but otherwise they did no more than hold their own.

Messrs Spooner and Waters were the buglers, and their efforts were worthy of praise. The latter had a happy faculty of bringing in his favorite solo the "Star Spangled Banner," at odd intervals, with electrifying effect.

To satisfy the curiosity of several inquirers: The party was not made up entirely of "single gentlemen," there being eleven happy husbands among the tourists.

For the benefit of those members of the party who think it is foggy or rainy at Eastern Maine all the time, it may be well to quote the following extract from a daily paper of a month ago:—

"MACHIAS, ME., 2 September. — The protracted drought is doing much damage in Washington county, no rain, not even an occasional shower, having fallen in this vicinity for six weeks."

In case some one may contemplate striking back, "Geesse" will say that he did dismount rather unceremoniously once. It was at Campobello, but nobody was hurt, although for a moment President Williams was in imminent danger. There, now, do your worst, ye troubled scribes!

Patents.

THE following recent patents, issued from the United States Patent Office, are reported for THE WORLD by Henry W. Willems, Esq., solicitor of American and European patents, 258 Washington street, Boston.

No. 286,180. Tricycle. Montraville Cooper, Columbia, S. C. Front-steering, lever-driving.

No. 286,593. Velocipede. Jesse J. Deputy, Philadelphia, Pa. A frame swinging between two opposite driving wheels, power being communicated by bands and cone pulleys.

No. 286,835. Bicycle. Jas. Lewis, Chicago, Ill. Steering handles hinged at the post or head, and provided with yielding locking devices.

'CYCLING INSTITUTIONS

THE annual fall meet and run of the Massachusetts Division, L. A. W., will take place Saturday, 27 October. Rendezvous at Trinity square at nine o'clock A. M., and run to South Natick. Dinner at Bailey's Hotel. The business meeting will be held directly after dinner, and at about three o'clock the wheelmen will start for the return to Boston. We hope to see a very general turn-out of wheelmen on the occasion.

RACING NEWS

SIDNEY, O. 10. — On Friday, 28 September, at the Shelby County Agricultural Institute Fair, the Valley City Wheel Club had a half-mile race, best two in three, for prizes as follows: First, gold L. A. W. badge; second, nickelled ball pedals; third, hub lamp; fourth, long-distance saddle. Contestants limited to the county, The first heat resulted: C. O. Dickas (1), 1m. 36½s.; H. T. Mathers (2), 1m. 40½s.; W. C. Johnston (3); W. A. McCune (4); F. M. Hunt (5); B. Deweese (6). In the second heat, Dickas fell, breaking his machine and fouling McCune, keeping both out of the heat; which resulted: Mathers (1) 1m. 43½s.; Johnston (2); Hunt (3); Deweese (4). When the third heat was called Dickas had procured another wheel and the six started, the finish being: Dickas (1), 1m. 43½s.; Mathers (2), 1m. 44½s.; Johnston (3); McCune (4); Hunt (5). Deweese (6).

WILLIAMS COLLEGE, 17 October. — One-mile race. Ames (1), 4m. 6s.; Vine (2); Burr (3).

At the recent fair of the Hampshire County Agricultural Society, Joel E. Goldthwait, of Marblehead (a student of Amherst College), won the first prize (\$10) in the one-mile race. He led in all three heats. This is the second year he has captured the first prize in that race.

ROBERT JAMES sailed for England on the 23d. Regarding his race with Prince, he says: "It is with great regret I leave without racing Prince again, for it will damage my reputation in England to have been beaten here by him. He has publicly announced his intention of visiting England; so I will race him from one mile to twenty-five miles on any fair ground in England for \$500 or upward a side, and will allow him \$100 for expenses. On my return to London I will deposit \$100 in the hands of the *Sporting Life*, who shall be stakeholder and referee, and if Prince means business he will at once accept these terms through that paper."

STENION, PENN. — Olympic A. C. Three-mile race. Edward Kohler (1), 10m. 37½s.; Lewis J. Kolb (2); R. W. Mott (3).

We suppose the New Haven men have got an official certificate of the length of their track, though we have seen no mention of it. In view of the fact that so many records were broken this should be forthcoming. We should like to hear, also, just how long the Springfield track is when measured eighteen inches from the pole. We want these points as a matter of record.

THE Ixion Club, of New York, will hold its annual road race election day (?), starting at the corner of Eighth avenue and Fifty-ninth street, and running to the Peabody House, Yonkers. Distance, sixteen miles. Gold medal to first, silver to the second, leather to third. It is expected that there will be a dozen starters. Club dinner after the race.

THE forty-mile road race, which is to take the last Sunday in this month, from Gilman's Point to Simpsonville and return, is creating much excitement among the wheelmen of Louisville. The race will be for a \$50 gold medal.

In the race at Washington, on 17 October, fifteen miles, between Prince, Higham, and Keen, the latter won in 49m. 7½s., the best time on record for the distance.

THE Chicago Club propose holding a series of races on Thanksgiving Day in the Exposition building, as they did last year, only on a more extended scale, and efforts are already being made to make the scheme a success.

In a few days the Missouri Bicycle Club will hold a meeting and make arrangements for their next annual racing meeting, to be held in St. Louis some time during the latter part of November. At the meeting they have determined to hang up a number of valuable prizes in addition to their regular club medal.

THE contemplated bicycle race between Prince and Keen, for which deposits had been made on both sides, was declared off for the reason that the only track in the District of Columbia especially adapted for the purpose could not be obtained. The proprietor of the track, Mr. Moxley, is getting up a race for the ten-mile championship, for which he offers a handsome silver cup besides \$500 in money prizes, to take place in about two weeks.

WHEEL CLUB DOINGS

THE second visit of the Citizens' Club, of New York, to the Massachusetts Club, of Boston, was a most complete success. Cool, crisp weather and cloudless skies continued throughout their stay, and fine roads were selected for their excursions. The Citizens' Club delegation, ten in number, arrived Tuesday morning, the 16th inst., under command of Acting Capt. Bourne, the C. T. C. consul for New York. They were met at the station by a delegation from the Massachusetts Club and escorted to their quarters at the New Marlboro'. After breakfast they were conducted to the Massachusetts Club rooms, which had been finely decorated in honor of the visitors, and the two clubs mounted and rode by a somewhat circuitous route to South Natick, "taking in" the reservoir and Wellesley College. After a good dinner at Bailey's and a photograph by Mr. Drew, the return was made by a different route, making the entire distance nearly forty miles. Number present on the run, twenty-seven. The evening was spent socially at the Massachusetts rooms, and supper was discussed at the Providence Depot Café. The next day, Wednesday, the trip to Salem was made; this trip included a visit to the residence of Longfellow, a run through the grounds of Harvard College, a ride along Ocean street, Swampscott, a visit to the oldest meeting-house in America at Salem, and a most cordial reception by the Hawthorne Club, of that city, who turned out sixteen strong and escorted the two visiting clubs from East Saugus to Salem, showed them every courtesy, including a good dinner, and rode back as far as Medford.

A very fine show was made by the line of forty-four men. The tasty uniform of the Citizens', the white caps of the Massachusetts men, the neat suits of the Hawthornes, and the pennants of the clubs showing above all, made a very pretty picture as the party swept over the road at no mean pace. The distance covered was fifty miles, and the return, twenty-five and a half miles, was made in three hours. The third day was devoted to a ride to Lexington, in the course of which a visit was made to Corey Hill, the reservoir, and the glorious succession of coasts down from the junction of Hammond and Beacon streets to Newton was enjoyed. Dinner was served at the Massachusetts House. The return ride, *via* Watertown and Mount Auburn street, 15½ miles, against a stiff wind, was made in 1h. 28m., which was declared by the Massachusetts men to be their "regular pace," only, perhaps, a trifle slow! Total distance, about thirty-six miles. No less than four photographs were taken of the party during the three days.

The Citizens show a great improvement in their riding over that of last year, their party this year including some very fine riders. All the runs were under command of President Henry W. Williams, of the Massachusetts Club.

The New Yorkers could hardly find words to express their delight at the Massachusetts roads, and the warm friendship already existing between the two clubs was hourly strengthened. Three tricycles were in the party during the Salem ride.

The Citizens' Club have now seventy members. The plans of their new club-house look well. Anything, from a Facile to a 64-inch or a Sociable can be ridden easily into the entrance.

Some time ago the Troy Bicycle Club proposed making the longest club run on record in this country, 15 September. The following gentlemen started on the

undertaking: Captain L. J. Theissen, Lieutenants J. B. DeGolyer, and C. H. Gabeler, riding 52-inch wheels, A. P. Dunn, a 58-inch, the largest bicycle in this vicinity, and W. Weston, a 50-inch. The party went by rail to Greenfield, Mass., and was received by the Greenfield Wheel Club. The Trojans were shown some elegant roads, which offered them an opportunity to see the city and the surrounding country. Proceeding south through the lovely valley of the Connecticut, the party reached Holyoke at noon, where the ranks were augmented by wheelmen from Barre, Vt., and the smaller towns about Holyoke. The run to Springfield from Holyoke over a macadam road, following the course of the river, a distance of twelve miles, was made in about one hour. Arriving at Springfield at 4:30 o'clock P. M., the wheelmen were received by the Springfield Club and escorted to their headquarters. The next day being the first of the Springfield meeting, which, by the way, is second to that held at Harrogate, England, the Trojan boys were occupied in sight-seeing. The second day the party made a run to Holyoke and return, a distance of twenty-three miles. The return trip, eleven and one-half miles, was made in forty minutes. Leaving Springfield, the party wended their way through Palmer to Worcester, and, after a night's rest, succeeded in reaching Framingham and Wellesley, arriving at the latter place at dark. There yet remained fourteen miles to complete the day's record of fifty-four miles. The night was blackness itself. In spite of this, two of the party resolved to wheel through to Boston, arriving there at ten o'clock. The next day was spent in visiting the navy yard and other points of interest. Saturday morning the party left for South Framingham by way of Brighton, Auburndale, Natick, and Newton. At South Framingham the Trojans were hospitably entertained by the Framingham Club, who showed them through the surrounding country, visiting Waltham, Saxonville, and Newton Lower Falls. From Framingham the party went through Worcester, Palmer, and Springfield, their former route, and then to Pittsfield, when, rain interposing, the cars were taken to Valatie. After a night's rest, they wheeled to Albany, arriving in Troy, 25 September. Only once during the trip did they encounter rain. Over sixty towns and villages were seen and passed through, and the party instead of losing in avoidupous, found themselves at the end of the journey several pounds heavier. *

TREMONT (BOSTON) CLUB.—The second annual meeting of the club was held 17 October, when the following officers were elected: President, C. J. Upham; secretary, and treasurer, E. A. Hemmenway, (address, 40 State street, room 41, Boston); captain, Richard Booth; first lieutenant, C. J. Holland; second lieutenant, H. R. Luther. The total membership now numbers twenty-three.

THE Boston Ramblers visited Marblehead a few days since, and while there were the guests of the Marblehead Club. Although it rained for a good portion of the time, the Ramblers say that they enjoyed themselves very much, and are enthusiastic in their praise of the hospitable way in which they were entertained by the Marblehead Club.

CRESCENT CLUB.—The fourth annual meeting and dinner of the Crescent Club was held Tuesday evening, 16 October, at Hotel Brunswick. The annual business meeting was held previous to the banquet, and the election of officers resulted as follows: President, H. P. Robinson; vice-president, Arthur E. Brown; secretary and treasurer, George W. Crocker; captain, George W. Fuller; first lieutenant, James Means; second lieutenant, W. G. Smith; senior bugler, H. W. Keyes; junior bugler, E. F. Smith; standing committee, the captain and president *ex-officio*, and E. S. Robinson, E. G. Morse, and J. F. Haseltine. The post-prandial exercises were of an interesting character, and included speeches by the president, by members of the club, and by several invited guests, including Capt. Everett, of the Boston Club, and Capt. Harris, of the Ramblers.

THE Kenyon Wheel Club, of Covington, Ky., was organized 15 October, with an initial membership of seven. The following officers were elected: President, R. C. Greer; secretary and treasurer, P. N. Myers; captain, C. Hanauer.

ROCKFORD (ILL.) CLUB.—New officers: President, F. L. Lake; captain, A. E. Thompson; secretary and treasurer, G. S. Hart. The club will soon establish headquarters.

MONTROSE (PA.) CLUB.—Organized 17 October, with the following officers: President, District Attorney Lott; vice-president, Prothonotary Kasson; secretary and treasurer, Editor Cruses; captain, Landlord Tarbell; first lieutenant, B. Searle; bugler, H. N. Catlin.

PLAINFIELD (N. J.) CLUB.—Election 9 October. President, Harold Serrell; captain, D. M. Runyon; secretary and treasurer, R. Pound.

ROSEVILLE (N. J.) WHEELMEN.—The club was organized 13 October. Officers: President, Edward C. Harris; captain, Robert Mead; secretary, Jas. H. Worden.

At the annual election of officers of the Cincinnati Bicycle Club held 1 October, 1883, the following were elected: President, A. A. Bennett; secretary, C. M. Galway; treasurer, W. G. Miles; captain, J. C. Hosea; first lieutenant, F. L. Sargent; second lieutenant, H. B. Cox.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly *international*, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or city consul) to Frank W. Weston, chief consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address on receipt of a stamped, directed envelope.

NOTICE.—The chief consul (who has now returned from England and is ready to hear from any member desiring information), wishes to call particular attention to resolutions Nos. 410 and 411 in the *Club Gazette* for October, pages 353 and 354. The appointment of a sub-committee by the American membership, to confer with the chief consul and aid him in the accomplishment of the purposes of the resolution, would be gratefully received.

THE NEW C. T. C. UNIFORM.—Full information on this important subject can be found in the C. T. C. column of *THE BICYCLING WORLD* of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK.—Members can now obtain the new handbook for 1883 by sending a P. O. order for *thirty cents* to the chief consul.

THE NEW BADGES.—The chief consul has now on hand a large supply of these badges, in sterling silver; price, \$2.00 each.

THE ANNUAL HARROGATE MEET.—This important and enjoyable annual gathering of cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

APPLICATIONS FOR MEMBERSHIP.—Alfred B. Charles, 308 Chapel street, New Haven, Conn.; R. C. Gardner, 7 Benton place, St. Louis, Mo.; Mrs. H. G. Minot, Lamille avenue, Fairfax, Va.; J. P. Miller, Cayuga street, Oswego, N. Y.; W. C. Palmer, 94 Webster street, New Haven, Conn.; H. H. Post, 38 East Cayuga street, Oswego, N. Y.; E. G. Tavor, 894 Delaware avenue, Buffalo, N. Y.; E. M. Willis, 27 Asylum street, New Haven, Conn.; G. A. Wilson, P. O. Box 1525, Fitchburg, Mass.

NOTES, QUERIES, ETC.

A BICYCLER.—Taking the abstract question which you put, we would say that if you have an invention for a machine which is superior to the ordinary bicycle, it would most decidedly pay to get it patented and manufactured for the market. If you have what you claim there should be but little difficulty in securing sufficient capital to introduce and push it. If you would give us more information in regard to what you really have got, we could advise you with more judgment.

Will some of our 100-yard slow racers give us their records, and greatly oblige? — **EXPERT.**

J. C. PARMENY.—A mayor of a city has no legal right to keep wheelmen off the public streets. See special number of *BICYCLING WORLD* for rights of wheelmen.

H. S. W.—We enjoyed a private reading of your paper, but we did not deem it advisable to publish it. Thanks for lifting.

NINON NECKAR.—Too long. We used a portion, for which thanks.

J. M. G.—Coca will stimulate and remove the craving for food. Take a little coca and some beef extract on your long ride. Mix with water to render palatable.

FIXTURES

Friday, 26 October:

One hundred-mile race at Washington, D. C. Entries close 22 October to Leland Howard.

Saturday, 27 October:

Massachusetts Division, fall meet, run to Natick.

Wednesday, 14 November:

Meet and races at State Fair, Columbia, S. C.

Friday, 23 November:

Cambridge Club annual reception.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

\$50. FOR SALE. A Union bicycle, 50-inch, in perfect order, used only three months, guaranteed as represented. Address, C. W. GREEN, 130 Seventh street, Brooklyn, E. D., N. Y.

FOR SALE.—Victor Rotary tricycles, new, never uncrated, will sell them at \$125, cash. T. B. RAYL & CO., Detroit, Mich.

FOR SALE.—One 48-inch Standard Columbia, excellent order; price, \$50. M. D. GILLET, Springfield, Mass.

FOR SALE.—One 56-inch full-nickelled Expert, been run about one hundred miles, will warrant it as good as new, will sell it for \$115 cash. ALBERT CHAPEN, Box 217, Springfield, Mass.

FOR SALE.—A 52-inch full-nickelled Expert, latest pattern, been run about ten miles, exactly as good as new; am obliged to sell on account of sickness; price, \$117.50. CHAS. BRECK, Springfield, Mass.

FOR SALE.—One 52-inch American Sanspareil Roadster, nearly new, long-distance saddle, H. & T. automatic bell and rubber handles, cost \$145, will sell for \$120 cash. E. W. HARVEY, Sparta, Wis.

WANTED.—A first-class bicycle and tricycle repairer. Only those who thoroughly understand their business need address, with references, WORK, care of *BICYCLING WORLD*.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Ad res. C. H. LAMSON, Portland, Me.

HARWOOD'S SAFETY STEP



No. 5.

The cut No. 5 represents the style specially adapted to the American Sanspareil, but equally applicable to the "Rudge."

A new step (No. 5) is now made for the Sanspareil Roadster, finished in Nickel or Paint, 75 cents.

Price: Crocus-Polished or Nickelled, 75 cents. Send stamp for Circular.

G. F. HARWOOD,

P. O. Box 1252.

Worcester, Mass.

SPECIAL NUMBER OF "BICYCLING World."

CONTENTS: Review of the year 1882; The Constitution, Rules, Officers, Consuls, Committees, etc., of the L. A. W., corrected to date of issue; Rights of Bicycles, as shown by the decisions of the Courts in special cases, and quotations from the Law upon the subject. Prepared for the use of American Wheelmen by the Committee on Rights and Privileges of the L. A. W.; a full and complete list of clubs, with officers, etc.; Racing Record of the year 1882, giving in brief a summary of all the races that have occurred the past year; tables showing the fastest record time in America and England, amateur and professional, on bicycle and tricycle; notable performances on the bicycle and tricycle in America and England; Tips on Training, gathered from Cortis, Hillier, Keen, Prince, and other first-class authorities in America and England; Hints, Suggestions, Tips, etc., on the choice and care of machine, riding, etc., selected from the best authorities. Twenty-five cents per copy, postage prepaid; ten copies, \$2.00. Subscribers to the *WORLD* can obtain copies for twenty cents. We shall issue a supplement to the special, 1 July, with corrections to date. E. C. HODGES & CO., 8 Pemberton square, Boston, Mass.

A SUPPLEMENT

Containing new constitution, rules, racing rules, etc., new clubs, and new records now ready, five cents; by mail, six cents; number and supplement, thirty cents.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldies of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for Circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to THE CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

MISCELLANEOUS.

Line Advertisements in this department, \$12 per year.

PATENTS SECURED in United States, Great Britain, and all other patent-granting countries. Inventions relating to bicycles, tricycles, and their accessories, a specialty. HENRY W. WILLIAMS, 258 Washington street (opposite *Herald* building.)

MISSOURI WHEEL CO., 12 St., near Olive St. Louis, Mo., Agency of the Pope Manufacturing Co., for the Harvard, Club, Premier, Yale, Challenge, and all high-class bicycles. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles bought, sold, and exchanged. Full line of Wheel Sundries kept in stock. Eastern rates met on everything. Repairing and nickelling promptly done. Send stamp for descriptive circular.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

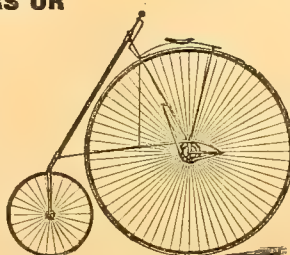
BOYS' BICYCLES.—Sizes, from 38-inch to 46-inch, with rubber tires; 34-inch to 42-inch, with iron tires. Agents wanted in every part of the United States. Write for catalogue and discounts. R. P. GORMULLY, No. 40 So. Canal street, Chicago, Ill.

H. D. HEDGER, 8 Church street, Boston. Bicycle Repairing, Nickel Plating and Painting a Specialty. Machines bought and sold on commission.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.



Springfield Meet Tricycle Races

WERE ALL WON ON

Victor Tricycles.

ONE-MILE CHAMPIONSHIP RACE.

W. W. STALL, riding a "Victor"	3 min. 33 sec.
A. G. POWELL, " "	3 " 34 1-5 "
L. H. JOHNSON, " "	3 " 34 3-5 "
C. D. VESEY, " "Coventry Rotary"	3 " 48 "
— WOOD, " "American Roadster"	Distanced.

FIVE-MILE RACE.

L. H. JOHNSON, riding a "Victor"	18 min., 35 sec.
A. G. POWELL, " "	18 " 38 "
T. MIDGELY, " "Columbia"	18 " 51 "

Illustrated Catalogue 3 Cents.

MAKERS, OVERMAN WHEEL CO. - - - HARTFORD, CONN.

FIRST and ONLY exclusive Tricycle Makers in America.

THE

"AMERICAN SANSPAREIL" ROADSTER,Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL IMPROVED

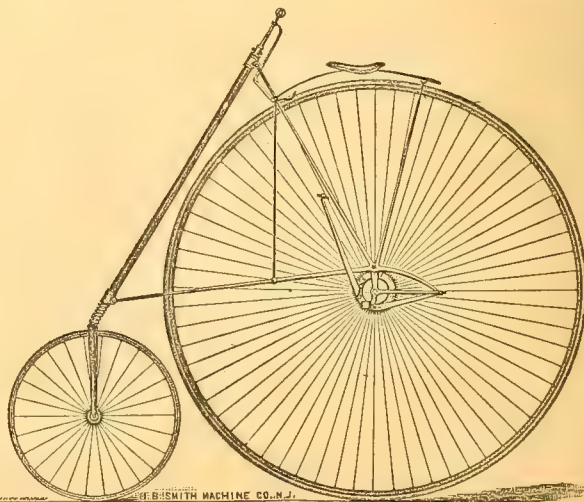
AMERICAN STAR BICYCLE,**STALL & BURT,**

Agents.

Also Agents for VICTOR TRICYCLE and SANSPAREIL BICYCLE.

509 Tremont St., Odd Fellows' Hall,

BOSTON, MASS.



THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

J. S. Dean, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
10c. Foreign.
7 cents a copy.

BOSTON, 2 NOVEMBER, 1883.

Volume VII.
Number 26.

YOUR NEW SADDLE

SHOULD BE A

VICTOR SADDLE

New Model. Best Materials. Perfectly Adjustable. Any Desired Tension can be had. Any distance between Leather and Frame. Should last for years.

Price - - - \$4.00.

— MAKERS —

OVERMAN WHEEL CO.,

HARTFORD, Ct.

THE NEW BICYCLE BUTTONS

Are Supplied by

G. W. SIMMONS & CO., Boston, Mass.



BICYCLE SUITS A SPECIALTY.
Send for Samples and Circular.

G. W. SIMMONS & CO.,
OAK HALL, BOSTON.

The "Old Reliable" "Harvard."

UNSOLICITED TESTIMONIAL.

TO THE CUNNINGHAM COMPANY:

Gentlemen, — The writer arrived home yesterday to find the new machine ready for use. You have certainly fulfilled your promise in this matter. The wheel is a beauty, the handsomest I ever saw. A spin in the parks this morning indicates that its mechanical excellence equals its appearance. My friends say the most complimentary things of it, which, of course, is very pleasant. Please send the bell as soon as possible. It should be a sweet-toned one, to harmonize with the machine.

As to my old machine and the price, I will say that you have hitherto dealt so honorably with me that I shall leave the matter entirely in your hands; but I should, of course, like to have it disposed of as soon as possible.

Yours, gentlemen, very truly,

PITTSBURGH, PA., 25 October, 1883.

THOS. T. MCNISH, FOR MCNISH & Co.

A LARGE ASSORTMENT OF BICYCLES AND TRICYCLES

Of our own special makes now in stock.

THE CUNNINGHAM COMPANY,

Importing Manufacturers of Tricycles and Bicycles.

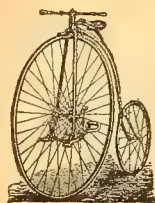
(Established 1877.)

ODD FELLOWS' HALL

BOSTON, MASS.

Send stamp for our Illustrated Catalogue.

LICENSED BY
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

R. V. R. SCHUYLER,
189 Broadway - - - - - NEW YORK,

SOLE UNITED STATES AGENT FOR THE

Coventry Machinist Co.'s Celebrated Bicycles & Tricycles.

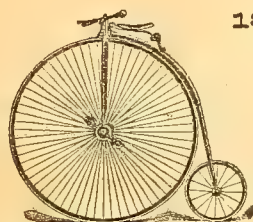
The "AMERICAN CLUB," "CLUB" and "UNIVERSAL CLUB" Bicycles.

The "CHEYLESMORE," "IMPERIAL" and "CLUB SOCIABLE" Tricycles.

A FULL LINE OF ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.



The Coventry Machinists' Company, (LIMITED.)

BY SPECIAL APPOINTMENT TO

H. R. H. THE PRINCE OF WALES.

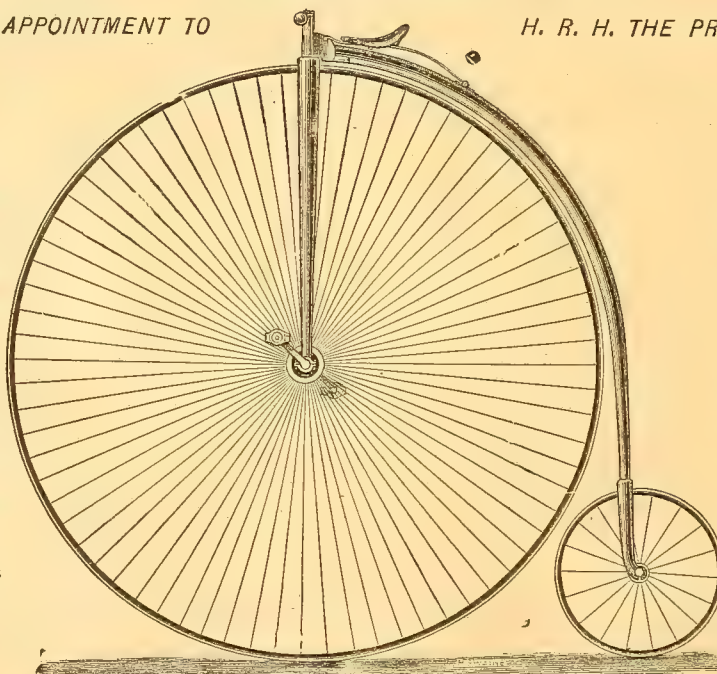
The Special Club.

The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.

"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."

HERBERT L. CORTIS.

Illustrated Catalogues forwarded on application.



ENGLISH RACES WON ON THE "Club" Bicycle.

The Fifty Guinea Challenge Cup and Gold Medal of the Surrey Bicycle Club for ten miles was won on a "Club" Bicycle
TWICE IN SUCCESSION.

The Fifty Guinea Challenge Cup and Gold Medal of the Kildare Bicycle Club for five miles was won on a "Club" Bicycle.

The fifty miles road race of the Druids Bicycle Club was won on a "Club" Bicycle.

Illustrated Catalogues forwarded on application.

—SOLE MAKERS OF THE—
"CLUB" BICYCLES AND TRICYCLES.

HEAD OFFICE AND WORKS, COVENTRY, ENGLAND.

A large stock of these machines always on view at

R. V. R. SCHUYLER'S - - - 189 Broadway, New York,

SOLE AGENT FOR THE UNITED STATES.



DEVOTED TO THE INTERESTS OF BICYCLING AND
TRICYCLING.

Published every Friday

— BY —

E. C. HODGES & CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60

Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

ENGLISH AGENCY.—H. Etherington, 152 Fleet St., London. Subscriptions received at 10s. per annum, postage prepaid. Advertisements received and sample copies furnished.

Single copies are for sale at the following places:—

New England News Co., Franklin St., Boston.

W. C. Scribner, 1108 E St., Washington, D. C.

American News Co., 39 Chambers St., New York.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 77 State St., Chicago.

Garvey's Bk. Agency, 212 No. 12th St., St. Louis.

Sam'l T. Clark & Co., 105 South St., Baltimore.

J. S. DEAN Editor

C. W. FOURDRINIER, Editorial Contributor

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 2 NOVEMBER, 1883.

CONTENTS

Editorial: Coca; Notes	341
Currente Calamo	342
Knee-Breeches	343
The Kerosencycle	343
Route of Lawrence Men	344
Boiled Down Correspondence	344
Books and Pages: The Wheelman	344
Racing News	344
Wheel Club Doings	348
C. T. C.	348
Notes, Queries, Etc.	348
Fixtures	348

COCA.

OUR road records have increased to such an extent, and it has become the fashion to take such extensive journeys, that we have been led to make an investigation of the effects of coca, so often recommended for long-distance riders. We can find but little practical data from which to draw satisfactory conclusions. Those who have performed remarkable feats of endurance have never, that we

know of, divulged the secrets, if there were any, of their success. Men are usually rather reticent about giving "points" to rivals, and are inclined to keep to themselves anything that would be advantageous to those who might attempt to excel them. Nixon in his recent trip from London to John o'Groats partook sparingly of whiskey, milk, and eggs when his time was so limited that he could not stop for tea. But his trip was of somewhat different character from those we have in mind at present, viz., twenty-four-hour runs. We have experimented a little with this coca mixed with extract of beef, but not sufficiently to express an opinion in regard to its effect. It is an astringent, and is not very pleasant to the taste, being rather bitter and not unlike very strong and poor tea. The leaves, which are more commonly used than the fluid extract, we have not tried, so will only give the result of such information as we have been able to gather from the books at our disposal.

Coca is a vegetable product of South America and is found in great abundance in Peru and Bolivia. It is used to a very large extent by the natives of South America, who chew the dried leaves of the plant. They carry them in a leathern pouch, and are said to be able to undergo great and continuous exertion with little fatigue by their aid. Coca is a powerful stimulant, but little reaction follows from its use. It prevents drowsiness, and on this account might be of value to those attempting twenty-four-hour runs. When taken to excess it produces an intoxication like that of opium, and is said to act on the nerves to such an extent that the limbs tremble, and if followed as a habit paralysis often results. But there is some difference of opinion in regard to the effects, though we have known personally of a case where nausea was produced by the use of coca. Markham regards coca as the least injurious and the most soothing and invigorating of all the narcotics, and Dr. Archibald Smith states that coca when fresh and good, and used in moderate quantities, increases nervous energy, removes drowsiness, enlivens the spirits, and enables the Indian to bear wet, cold, great bodily exertion, and even want of food to a surprising degree with apparent ease and impunity. The Encyclopædia Britannica adds, "Though it is said if taken to excess to occasion tremor in the limbs and even a gloomy

sort of mania," though Dr. Smith doubts this, and says that after living for years among those addicted to the habit of coca chewing, he never witnessed a single case where the chewer was afflicted with mania or tremor.

From all that we can learn about this plant from a casual research, we should say that if used with moderation it would prove of great value in protracted journeys against time. If used in the form of fluid extract, the ordinary dose is one half teaspoonful in a little water. We would, however, advise any of our readers who intend to make use of this stimulant to consult some good physician and follow his advice. But above all not to take too much, and only when food is not obtainable. If some of our physicians who are also riders would give us their opinion of this narcotic, we, and we think our readers, would appreciate any light they might furnish on this subject, or in regard to the best form of nourishment to take on such trips.

THE National 'Cyclists' Union has set itself up as the dictatorial body of England, and has adopted the following rule: "That on and after 1 January, 1884, any amateur wilfully competing at sports not stated to be held under the rules of the Union shall be liable to be suspended for such a time as the executive shall see fit, subject to the same right of appeal as in suspensions for other offences." We cannot feel much sympathy with this action, and are pleased to note that the *Times* adopts the position we have taken in this matter of curtailing the rights of amateurs. It says, "This savors too much of Trades Unionism, in other words, of despotism. So long as amateurs compete with amateurs, we fail to see what right the Union has to step in and dictate what rules shall be observed in such contests."

It seems that the limit of speed on the road has not yet been reached, and though the recent performance of Brown, in covering 255½ miles in twenty-four hours was certainly a wonderful performance, it has just been beaten by another Englishman. On Saturday, 15 October, Mr. W. F. Sutton, of the London Scottish Bicycle Club, covered 258¾ miles on the Great North Road. We hope to give this ride more in detail next week.

It is reported that the Milford monthly,

the 'Cycle, is looking with longing towards the official organship of the League, and intends to make a bid for it. We shall at no very distant date present to the members of the League figures which will show how unnecessarily expensive its present contract is, and we think prove to them that the League cannot only have an organ, but save at least \$500 per annum on its present investment.

At the Bostons' club house the other evening were gathered together by chance a full delegation of our representative business men. S. T. Clark, of Baltimore, Stall and Burt, and Weston, of the Cunningham Company of this city, and Mr. White, the general manager of the Coventry Machinist Company. We had a long chat with the latter gentleman, and picked up considerable information respecting the state of the business on the other side. We have reported that the general tendency of tricyclists in England was to put their faith in front-steerers, but Mr. White says that his company has, during the past year, sold more rear-steering Cheylesmores than front-steering Imperial Clubs, and claims that the former is much the best form of *touring* machine. We are not yet ready to express a decided opinion in favor of either form, though we must say that for speed the front-steerer is preferable.

CURRENT CALAMO

A Sunday Ride.

THE fields glide past like days that leave no thought
To note their flight; the hedge, the lonely lane,
The blissful lovers in their rapture caught,
The patriarch a-hobble with his cane —
All steal away behind me as I pass
Upon my way. I see them as a dream
In which face after face come with quick smile
To give a pleasant greeting, even while
They vanish, and, like cloudlet shadows seem,
That leave no memory, nor bend the grass.
It gives sweet freedom to myself to think,
To muse o'er days of wandering a-field.
Not quarryman at work with ringing clink,
Nor slow-paced farmer counting on the yield
Can prize as I the boon of cease from toil,
Of some thought — something higher than the soil;
Thus I rejoice for my one day of rest.

All day a toiling finds the night at last,
But brings no solace to a lonely heart;
And when in silence, one more sun has past,
And evening furls day's sail to sombre start,
What then remains but still a life apart
From other men? I ride as I think best,
And thank my God for one day he has blest.

OCTOBER, 1883.

J. PARK STREET.

THIS wet weather will fill the springs and rust the bright parts.

It has been suggested in England that a tax be placed on bicycles and tricycles, and that the proceeds be devoted to keeping the roads in good condition. "Barkis is willin'" over here.

LOUISVILLE wheelmen are feasting their eyes on a marine bicycle.

MR. W. D. WILMOT was recently returning from Chicago to Boston, and at one place was charged by a baggage-master on the Michigan Central Railroad \$2 for carrying his bicycle a short distance, and would not give up the machine until that amount was paid him. Mr. Wilmot paid him, but when he returned to Boston he communicated with the general baggage agent of the road, and in a few days after received a letter from him stating that the baggage-master had been dismissed from the service of the company.

MR. HENDER, the champion, will not enter Yale in the spring, but will try for the next freshman class in the summer of 1884.

It is reported that the Pope Manufacturing Company has shipped several bicycles to Chili, from which we are led to infer that it is a "cold day" for the other dealers.

In our editorial of last week we referred to Mr. E. A. Hemenway as of the Ramblers. We should have said Tremonts.

THE Massachusetts division meeting was given up last Saturday on account of the rain.

MR. GRAVES, of the Citizens' Club, was in town last week.

THE Boston Herald could not stand it, and last Sunday reopened its column of 'cycling news. Now the Globe will not have the monopoly as it has had lately.

ELIOT, Norton, and J. S. Dean have been appointed a committee of the Harvard Bicycle Club to confer with the Athletic Association in regard to raising the corners of the new track at Cambridge.

THE 'Cyclist' had in its last issue a special report of the Springfield tournament, which says that the track was measured three feet from the pole, but that the riders did not ride inside of four feet. This is rather rough on a paper that advocated the 12-inch standard. The same paper rather takes umbrage at any one claiming the Star as an American invention; and claims that Sparrow's ladies' bicycle is identical with the Star, and was in use four years ago. Well, what of it? We hear from the Star, but Sparrow's machine has not chirped for a long time.

THE Boston Club will, as usual, have the election returns served up at its club-house next Tuesday, and will commence in a week or two to devour its hebdomadical "chop," and we believe are to inaugurate some novel entertainments at its club-house this winter.

SINGER & Co. announce that they will have ready for delivery this month a new tricycle which they call the Carrier. It is designed for the use of tradesmen and others who have small parcels to deliver. This machine differs from the usual style of tricycle, inasmuch as the rider's weight is removed from between the two large wheels and has the appearance of a front-steerer ridden the reverse way. There are two large wheels between, and slightly in advance of which an immense basket is supported capable of carrying about 180 pounds weight of parcels or similar articles. The rider sits behind this basket — between the front and back wheels, in fact — and steers by means of the rear wheel. If it proves a success in England it will probably be put on the American market early in the spring.

It would seem that if for nothing else than for the sake of courtesy, some officer of the League of American Wheelmen should have been stationed in Trinity square, yesterday, to guide or render assistance to out-of-town riders who came into town to attend the meet. — Herald.

OUT of a count the Chicago Herald reporter made of respective means of locomotion on Michigan avenue

last week, two days gave the number of pedestrians 44 and 66; carriages, 111 and 126; bicycles, 84 and 66.

NO meeting at a church in England a few Sundays ago; the minister took a header and was obliged to return home.

MR. BARTHOLOMEW HARRINGTON, of Salem, recently rode from that city to Framingham, thence to Newburyport and returned to Salem, a distance of 119 miles, in 12h. 30m.

THE chief consul C. T. C. expects to take 100 wheelmen to England next year, and bring an equal number of English riders back with him. The English party will be headed by Henry Sturme, Esq., and it is expected that a special steamer will have to be chartered for the trip.

THE latest from Tufts to Canary: "Now if Canary wants to ride me I shall name the place. I being the challenged party and having that right, the date to be mutually agreed upon. I will ride him or any other rider for any sum of money from \$50 to \$500 and the championship of the world. I will further put up in the hands of any bicycle club in Boston the sum of \$50 additional (in case we ride together) that he cannot perform five of the tricks which I now perform in my public exhibitions; while I, on the other hand, agree to perform any trick accomplished by him or any other rider, or forfeit the above amount. The machine to be ridden must be a modern bicycle, each of us to choose a judge, and they to choose the third party." Tufts does not yield the point regarding neutral ground. Is he afraid to?

WILMOT and Sewell, the trick, fancy, and gymnastic riders, start on a Western trip 11 November, visiting Chicago, St. Louis, Denver, and the intermediate cities. About 1 April they will join John Keen, the English champion, in this city, and will accompany him to Europe, opening in the Crystal Palace, London.

THE Aldens are having made two 42-inch bicycles, of a peculiar design, for their use on the stage.

PAPA WESTON brought home with him two children's tricycles. They were built to his order by Hillman, Herbert & Cooper, have 34-inch wheels, and are rear-steers. They are perfect daisies. Mr. Weston's little girl will use one, and the other will be sold.

JOHN BARCLAY, a long-distance rider of Cincinnati, recently rode from that city to Springfield, Ohio, a distance of over seventy-five miles, in ten hours.

L. W. CONKLING and C. C. Philbrick, of Chicago, will have a long-distance match bicycle race for the State championship early in November.

BOSTON may have a good cinder track yet. A new base-ball nine is being organized, and it is proposed to occupy grounds on the Back Bay land, and to combine within it base-ball, lawn tennis and cricket, especial attention being given to the national game, however. Around this and inside of the enclosure will be a bicycle track. A large grand stand capable of seating 1,200, and other seats to hold 3,500, will be erected.

THE place and date of the fall meeting of the C. T. C. has not been definitely fixed upon, but inasmuch as every wheelman in Poughkeepsie, N. Y., is a member of the body, it is thought that the meeting will be called there.

WE have received from Zacharias & Smith, Newark, N. J., one of their tool bags, which they make expressly for the American Star. The bag is well made, and is admirably constructed for its special purposes. It is not unlike the "Don" bag, and when opened all the tools are easily got at. Though made for the Star, the bag can be used on other machines as well.

RUDGE & Co. have got out a Coventry Rotary Tandem for one or two riders at pleasure.

MANAGER ECK and Mlle. Louise Armaindo have gone South on an exhibition tour.

CALLS the past week: Samuel T. Clark, Baltimore; C. E. Titchener, Binghamton, N. Y.

Knee-Breeches.

"KNEE-BREECHES?" ejaculated Geo. W. Mathews, the Wabash-avenue tailor yesterday. "Of course I favor them, just as everybody else should. They're coming into use, too. You can't expect a radical change like this to work in a minute, but it is gradually catching on. I have orders for a good many suits to be worn at receptions and parties. By suits I mean the regular Court of St. James costume — black broadcloth dress coat and knee-breeches, black silk stockings, low shoes and buckles."

"You have worn that style some, I believe?"

"Oh, yes, that is my suit," said the dapper tailor, pointing to an elegant photograph of himself, like the one in the exposition building, among Brand's collection. "I have worn that suit to a good many receptions. Last summer I wore it when giving an address to the Philadelphia tailors. It took wonderfully."

"How do tailors in other cities stand on the knee-breeches question?"

"Well, they are divided, but the idea is gradually growing. By next winter the trade will generally advocate it. Why should n't they? The present trousers are awkward and ill-fitting, while knee-breeches present a trim, neat appearance. Did you ever see a homely boy look well in trousers, and did you ever see one look bad in knee-breeches? Then good thick woollen stockings would be warmer than trousers. Pants are made just right now for the wind to scoot up a fellow's legs and chill him to the bones. Leggings can be worn in very cold weather, as was done a hundred years ago. Why, trousers were then a sign of servitude."

"But I thought you advocated knee-breeches for dress suits only?"

"I don't advocate anything. But the knickerbockers are coming for street wear and everything else. You see when the dress coat goes out of style —"

"What?"

"Why, the present claw-hammer coat is going to follow the pants just as sure as the world. The dress coat was brought into use when gentlemen wore swords. Its days of usefulness are now over, and it should be relegated to waiters and servants."

"What will succeed it?"

"That is hard to tell, probably a coat similar to those worn by our ancestors, which cut away gracefully from near the neck. But the dress coat of the future will not be of a stereotyped pattern. There will be much variety. All colors will be utilized. One's taste will be given more play. This idea is taking hold wonderfully in Paris. The thing has gone so far that a lady sends with an invitation to her party the color she wishes each gentleman to wear. You can imagine how much better a room full dressed in that style looks than a lot of men gotten up like so many

images, exactly alike. Even the conservative English are beginning to ask for a change. The Prince of Wales favors it heartily."

"But won't the dudes hate to show their calves?"

"Why, bless your body, men's legs are larger to-day than when knee-breeches were the rage. People do less and feed better than they did then. Hence they are better developed. There were lots of men in the eighteenth century whose shanks were thinner than mine. And yet they were not ashamed to wear knee-breeches. Trousers are already discarded by base-ball players, bicyclers, and all athletes. And how they glory in their knickerbockers? Oh, I tell you they must come. Drop in by and by and see the new plum-colored suit which I am getting up to wear to receptions this winter." — *Chicago News*.

The "Kerosencycle."

THE New Haven *Register* says: "Bicycles have become so popular that a great deal of attention is being paid to tricycles for ladies' use. This three-wheeled carriage requires so much power to propel it, especially up grade, that Professor X., of this city has made satisfactory improvements upon the adjustable power to be applied to the tricycle, whereby the carriage can be run entirely by the adjustment or in unison with the treadles. He calls it the 'kerosencycle.' The motive power, as applied, consists of a cylinder similar to that of a steam engine, but there are two pistons. Behind the first piston a minute jet of kerosene oil, not to exceed a few drops, is injected by a little pump each time the piston moves. This minute quantity of refined petroleum passes through a vessel filled with very fine German silver wire, which upon the principle of the Davy safety lamp, permits no flame to pass through it and lighting the oil in the reservoir. This safety device renders the arrangement free from explosions. Just as soon as the oil is forced behind the first piston, the second one, by the revolution of the crank, has compressed the air, which by a suitable valve has been let into that portion of the cylinder to about thirty pounds pressure. The valve gear being properly adjusted, the compressed air at the proper moment mixes with the oil vapor, and by a very ingenious little lamp, which burns while the engine runs, the explosive mixture formed by the oil and compressed air is inflamed. The temperature rises to near 800 Fahrenheit; the pressure consequently is much increased, and the piston is forced to the other end of the cylinder. This being repeated about fifty times a minute, power to rapidly propel the apparatus is produced. The whole engine weighs less than ten pounds, and being compact, requiring no water as a steam engine, renders the clumsy bicycle to which it is applied an efficient device for rapid travelling. Placed under the seat,

it, with its oil tank, is not conspicuous. A small lever connects the power with the endless chain running around the axles. The kerosencycle will run from New Haven to New York without stop and without any other assistance except to guide it."

THE *Canadian Wheelman* has a good picture of Perry Doolittle in the current number.

WM. ASBURY, of Boston, has taken out a patent for a front-steering tricycle which works on the lever principle. The tricycle is propelled by the feet of the rider working upon jointed pitmen, whose forward ends are pivoted to the ends of a crossbar at the head of the small wheel, and whose rear ends are attached to the axle, which is bent like the ordinary crank shaft. The body iron is U-shaped, and is formed with sets of plates, by which it is secured to the axle, the plates serving as boxes to receive the journalled blocks. To the upper ends of the body iron is secured in a horizontal position, a second U-shaped iron, in the centre of which is a third U-shaped iron vertically arranged for supporting the seat.

HON. SECRETARY HUGH RICHARDSON, of the Minerva 'Cyclists' Club of London, who recently returned to England, said, during a friendly chat, that it would be hard to find a club-house better equipped than that of the Boston Club, — a statement which gave much gratification to the members.

A *rara avis*, in the shape of a gentleman from New York who did not think the new uniform of the 'Cyclists' Touring Club, either handsome, suitable, or comfortable, was a guest of a leading Boston Club last week.

WHERE'S that promised Harvard Tandem bicycle?

THE best road from Boston to Concord, Mass., is by way of Watertown, Waltham, and South Lincoln, and W. F. Alcott Pratt, the C. T. C. consul for Concord, is always ready with advice and information to any travelling wheelman, whether he be a C. T. C. man or not.

THE National 'Cyclists' Union, of England, having taken steps looking to the control of professional as well as amateur racing, a meeting of professional riders was held at Leicester recently, among those present being F. Wood, F. Lees, R. Howell, C. R. Garrard, A. Newton, B. Keen, and other well-known bicyclists. After a severe criticism of the National Union, it was voted expedient for the professionals to manage their own affairs without interference by amateurs.

THE Coventry Machinists' Company will establish an American agency in Boston, and will send over a full line of their goods. This concern never goes half way, and they intend to carry the largest stock of goods in the country. The Boston house will be headquarters, and sub-agencies will be established in other cities.

The Route of the Lawrence Men.

CAPT. WEBB has furnished our correspondent with the following route, which is that taken by himself and Mr. Tacy on their long run:—

Left Malden at 5.16 P. M. to South Natick; to West Newton, arriving at 8 P. M., left at 8.30; Malden; returned to South Natick, 11.47 P. M.; lunch; then to Malden; to Salem, 4.30 A. M.; left at 6.55; to Rowley; to Ipswich; to Rowley, 9.30 A. M.; to Salem; to Ipswich; to Salem; to West Newton, 3.45 P. M.; to Malden, 5 P. M.; riding time, 19.29; rests, 4h. 15m.

We have put in italics the portion of the route omitted in the first account. We have been assured that as soon as possible measurements will be made of the route taken by the men, and also certificates from witnesses along the route. The riders took no cyclometers with them, which was a great mistake, for they lost the advantage of an error in the route, by which they lost their way, and rode around for twenty-five minutes before they got back on to the right road again. The new version extends the route very many miles, and the Lawrence boys have done a good piece of work, if they are not entitled to the full distance claimed. We have not figured the distance, but will wait for the official report.

Boiled Down from our Correspondence.

G. L. P. WRITES an interesting account of a trip through central Massachusetts, taking in Stowe, Lancaster, Leominster, Westminster, Athol, etc. He rode one hundred and ten miles in two days, and enjoyed every minute of the time.

"54" writes of the wheel interest in New London, Ohio, and gives us brief sketches of trips made by wheelmen to neighboring places, and several club runs.

"Rueda" went from Springfield, after the meet, to Fall River and Newport. At Newport he fell in with Mr. Langley, who showed him about the place and treated him with much politeness. At New Haven he was taken in charge by Robt. Christie, "who is a whole-souled type of a true English gentleman," and they took a spin to Morris Cove. After this "Rueda" returned to his home in Canandaigua, N. Y.

A friend sends us a clipping from the *Elizabeth Journal*, which gives an account of a run made by the Elizabeth Wheelmen in company with L. H. Johnson, of Orange. Speaking of Johnson's mount, the article says: "When it was decided to make a start, and the restive steeds were led out in the road, and no cloud-scraping charger made its appearance for the celebrated racer to ride, there was some disappointment shown, but when he was seen to take from his vest-pocket (or some place not much larger) what appeared to be a toy with somewhat the appearance of a bicycle with the big wheel gone, disappointment was changed to astonishment." But the

riders found that the toy (Facile) could go as fast as the big wheels and could climb hills that they could not get up.

A. R. H. F. sends us a long account of a trip made by three members of the Springfield Club from that city to Rye Beach via Claremont. The article is breezy and full of funny experiences on the road.

BOOKS AND PAGES

THE *Wheelman* for November reaches us as usual, and brightens our sanctum table, spread over with matter of such a different character, but more suited to a weekly publication. This number contains a handsome frontispiece, an engraving of the Columbia prize cup, and, further on, Mr. Charles E. Pratt has an article *re* prizes in general, and this one in particular. The leading article is an interesting and well-written article on the capital and the Capital Bicycle Club, which is capably illustrated with some handsome drawings, beautifully engraved. "Cycling as an Aid to Scientific Researches" is the subject of a paper which deserves more attention than we can now devote to it, but which will receive, next week some editorial mention, as its advocacy of an association of an intellectual character, with the bicycle and tricycle as an important factor, strikes us as well worth considering. Maurice Thompson, at one time a contributor to the *Archery Field*, when that publication was connected with the *WORLD*, has an article indicating considerable research and a good understanding of the subject he treats, entitled, "Outdoor Influence in Literature." "A Point of View," by A. S. Parsons, is nothing remarkable in its way, but affords pleasant reading, and tells of how a Harvard student induced his guardian to purchase for him a Standard Columbia. Some parts are very amusing, and the sly puffs worked in in the most unconscious manner afforded us an excuse for hearty laughter. C. A. Hazlett tells, in a pleasant way, of the Rockingham Club's great bereavement over the reported death of its captain, who was confounded by a blundering reporter with the late S. A. Marsden. "The Shadow Line," by Chas. Richards Dodge, is concluded. "A Bicycle Tour in Tyrol and Switzerland," by H. E. Parkhurst, well known to Boston wheelmen, is well worth perusing. There are other articles, poems, and news, which fill up its pages to repletion, and sustain well the character of the magazine. We regret that space forbids a more extended notice.

RACING NEWS

One Hundred Miles.

7.25-52 1-2.

THE bald announcement; "Records over fifty miles—America has none," has long been an eyesore to several of those familiar with our record tables. It is so no longer. On the Athletic Park track (built especially for bicycling), at

Washington, D. C., on Friday, 26 October, 1883, under the able management of the Capital Bicycle Club, the first 100-mile amateur race was successfully and satisfactorily carried out, and the records secured.

The entries were: Thomas Midgley, *Æolus* Wheelmen, of Worcester, Mass., riding a 55-inch Rudge. R. F. Foster, Incurables, of Baltimore, Md., riding a 52-inch Special Club; C. F. Frazier, of Smithville, N. J., riding a 54-inch Star; N. P. Tyler, of New Haven, Conn.

Unfortunately, Frazier had strained the lifting muscles of his leg at New Haven, and did not feel justified in venturing over so long a race. Foster had been suffering with fever and ague for two weeks past, but in the absence of any other competitors determined to start any way and do the best he could. When the bell sounded for the race, only Midgley and Foster faced the judges. Each pawed the earth affectionately with their right foot before taking a long farewell, and climbed nimbly into the saddle. Starter Moses popped his little pistol, and the event was on.

Midgley immediately shot away, and led Foster a hundred yards on the first lap (one quarter mile). Both rode with excellent judgment under the circumstances. Midgley knew he was sure of first place unless he broke down; the first lap convinced him that the wind was too strong, and the track too soft from recent heavy rains to admit of his beating L. H. Johnson's indoor, 3.9.45½, or even Place's out-door, 3.27.11½ for fifty miles. He had nothing to fear from Foster, who never rode over thirty miles in his life before, on track or road, and whose only record at distance riding was his inability to finish a fifty-mile race in July, 1882; so he settled down to fifteen miles an hour for all day. Foster, on the other hand, knew twelve miles an hour was all he could stand, and with an Auburndale in one pocket, and a lap-scorer in the other, he regulated himself like a clock to that gait, and no challenges from Midgley or urgings from pace-makers could shake him. The high wind and soft track gradually told on the speed, and both men tapered off in pace considerably after going thirty or forty miles.

Like all long races it was a monotonous affair, only relieved by the evident delight of the officials and spectators when the riders entered into a little rivalry in the speed and relish with which they could devour fried chicken, sardine sandwiches, apples, oatmeal and water, and ginger ale.

When Midgley passed fifty miles Foster was within a few yards of ten miles to the bad, and when he reached one hundred Foster had not scored seventy-nine, neither having made a dismount or slackened for an instant. As announced from the judges' stand before the start, the time limit was, as usual, ten hours, and a special prize was given to the rider covering the greatest num-

STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone $1\frac{1}{2}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{3}{4}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Hardwood Step; Detachable Cranks, slotted to receive pedal; Cone Bearing Hancock Rubber Pedals.

PRICE: 50-inch, Half Nickelled, \$131.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 26-inch Straight Handle-Bar, Humber Head, 1-inch and $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts bright.

PRICE, 50-INCH, \$100.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

SPECIFICATIONS.—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes painted in two colors, other parts NICKELLED. Price, 50-inch, \$135.

THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

PRINCIPAL FEATURE.—The Patent Differential Double Driving Axle. This is the only perfect double driving gear known. For full description of this gearing see Catalogue.

SPECIFICATIONS.—Driving Wheels, 50-inch; Running Level; $\frac{7}{8}$ -inch and $\frac{3}{4}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, $6\frac{1}{2}$ -inch and $3\frac{1}{2}$ -inch; Aeolus Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, $\frac{5}{8}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

THE COVENTRY ROTARY AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

COLUMBIA

Bicycles and Tricycles

STANCH AND RELIABLE ROADSTERS.

Expert Columbia. Standard Columbia.
Columbia Tricycle.

Ball Bearings all 'round.

The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skilful Workmanship and Scientific Construction can produce.

Bicycle and Tricycle Lanterns.
Bells, Whistles and Bugles.
Columbia Pedal Slipper.
Bicycle Bundle and Book Carrier.
Multum in Parvo Bag.
The Acme Stand, Cyclometers, and every variety of American and Foreign Bicycle and Tricycle Sundries.

Send Three Cent Stamp for Illustrated (36 page) Catalogue.

The Pope Mfg. Co.

597 Washington St.

BOSTON, MASS.

Bargains in Bicycles.

I have on hand the following second-hand Bicycles, any of which will be sent C. O. D. to any address, with the privilege of examination, provided the person ordering will pay the freight charges both ways, in case he does not accept the Bicycle, and sends with the order a sum sufficient to cover said charges.

H. B. HART,
811 Arch St., Philadelphia.

LIST.

- 46-inch Special Challenge, \$70.
- 46 inch D. H. F. Challenge, \$75.
- 48-inch Special Columbia, \$70.
- 48-inch Pacer, \$75.
- 50-inch Harvard, \$100.
- 50-inch Special Columbia, \$80.
- 50-inch O. S. Standard Columbia, \$55.
- 51-inch American Star, \$65.
- 52-inch Special Challenge, \$70.
- 52-inch Special Columbia, \$75.
- 52-inch Sanspareil, \$100.
- 52-inch Club (new), \$145.
- 52-inch Special Challenge, \$80.
- 52-inch O. S. Standard Columbia, \$50.
- 52-inch Premier, \$110.
- 52-inch Extra Challenge, \$90.
- 52-inch Extra Challenge, latest pattern, nearly new, \$125.
- 54-inch Harvard, \$95.
- 54-inch British Challenge, \$135.
- 54-inch Albert, \$60.
- 54-inch Sanspareil, \$95.
- 54-inch Western Racer, \$100.
- 55-inch Harvard, \$100.
- 56-inch Standard Columbia, ball bearings, \$80.
- 57-inch Yale Roadster, \$110.

NOTE. — Full description of any of these machines will be forwarded on application.

THE IDEAL BICYCLE,

Manufactured by

R. P. GORMULLY,

Exclusively licensed by the Pope Manufacturing Co., to make

HIGH GRADE BICYCLES

FROM 38 TO 50 INCHES.

— PRICES —

38 in.....	\$35.00
42 "	42.00
44 "	54.00
46 "	60.00
48 "	66.00
50 "	72.00

With Dropped Handles and Half Nickelled.

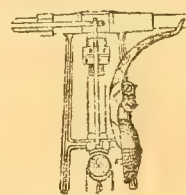
This is what the trade has needed, — a Good Machine at a Low Price.
Send for August Catalogue of Bicycles and Supplies.

Special discount on goods exported.

FACTORY AT

38 and 40 S. CANAL STREET,
CHICAGO, ILL.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

Ask your Bicycle Dealer for the
PERFECTION BICYCLE ALARM.

AUTOMATIC, INSTANTANEOUS.

MANUFACTURED BY

THE SERRELL ALARM CO.

161 and 163 Clymer St., Brooklyn, E. D.
Send for Circular.

ber of miles in that time without leaving the saddle. Midgley was satisfied with his day's work at one hundred miles, and quit at once, with no further apparent inconvenience than a badly strained heel. Foster kept on, and, encouraged by the officials and the assurances of his pace-maker, Mr. J. C. Smith, succeeded in riding one hundred and two and a quarter miles, without a dismount, a very fair performance for a sick man.

Every mile was timed and recorded for both men, but we give only the five-mile times up to fifty, for comparison in future races. All the times over fifty are the best on record in America. England has path-records up to one hundred and seventy-six miles.

The officials were as follows: Referee, Leland Howard; starter, S. P. Moses, Jr.; timers, Howell Stewart, F. H. Noyes, and assistants; clerk, J. E. Leaming; judges, H. M. Schooley, W. C. Scribner, Max Hansman; scorers, L. W. Seeley and assistants.

The following is the score of the leading man, Mr. Midgley: 5 miles, 19.10 $\frac{3}{4}$; 10, 38.56 $\frac{1}{2}$; 15, 58.58; 20, 1.19.02; 25, 1.39.54; 30, 2.2.59 $\frac{1}{2}$; 35, 2.28.10; 40, 2.51.10; 45, 3.14.12; 50, 3.37.14; 51, 3.42.29 $\frac{1}{2}$; 52, 3.48.8 $\frac{1}{2}$; 53, 3.53.36 $\frac{1}{2}$; 54, 3.58.40 $\frac{1}{2}$; 55, 4.3.35; 56, 4.8.2; 57, 4.12.36; 58, 4.17.6 $\frac{1}{2}$; 59, 4.21.45; 60, 4.26.11; 61, 4.30.33; 62, 4.34.29 $\frac{1}{2}$; 63, 4.38.28 $\frac{1}{2}$; 64, 4.43.6 $\frac{1}{2}$; 65, 4.48.59; 66, 4.53.39; *67, 4.56.55; 68, 5.1.15; 69, 5.5.59 $\frac{1}{2}$; 70, 5.10.58; 71, 5.15.31; 72, 5.19.52 $\frac{1}{2}$; 73, 5.24.8; 74, 5.28.18; 75, 5.32.50 $\frac{1}{2}$; 76, 5.36.57; 77, 5.41.11; 78, 5.45.56; 79, 5.50.29 $\frac{1}{2}$; 80, 5.55.14; 81, 5.59.45 $\frac{1}{2}$; 82, 6.4.16 $\frac{1}{2}$; 83, 6.9.15 $\frac{1}{2}$; 84, 6.13.55 $\frac{1}{2}$; 85, 6.18.15; 86, 6.22.42; 87, 6.27.36; 88, 6.32.6; 89, 6.36.48 $\frac{1}{2}$; 90, 6.41.31 $\frac{1}{2}$; 91, 6.46.24 $\frac{1}{2}$; 92, 6.51.14 $\frac{1}{2}$; 93, 6.56.3 $\frac{1}{2}$; 94, 7.0.36 $\frac{1}{2}$; 95, 7.4.14 $\frac{1}{2}$; 96, 7.9.15; 97, 7.13.22; 98, 7.18.33 $\frac{1}{2}$; 99, 7.21.48; 100, 7.25.52 $\frac{1}{2}$; 100, Foster, 9.34.5; 101, Foster, 9.40.3; 102, Foster, 9.45.48.

Foster ran his last quarter in fifty-eight seconds, and would have gone on for the full ten hours, but the officials were tired and hungry, and the two miles was sufficient to entitle him to first prize for not dismounting. It will be noticed that Midgley's thirty miles supplants Jenkins's out-door 2.3.18 by eighteen and a half seconds.

BALTIMORE, 25 October, fifty miles championship of the Whirling Wheelmen. The entries were: J. Wiesenfeld; Lewis Hetz, Louis Lucas, E. D. Booz, John Orem, C. H. Bowen. All started, and four completed the fifty miles in the time limit, five hours. The first prize was an elegant silver cup, and medals were given to all finishing. The race was a gift to Wiesenfeld, who trained by riding over the course (Druid Hill Lake) from one to four every morning, getting to business at half past six, and remaining until seven in the evening; eating occasionally, sleeping—probably on the

* Midgley ran this mile at a great pace, calling forth tremendous applause.

track. He had to ride his wheel over nearly six miles of cobble-stones to and from his home to the park, so that from midnight until 5 A. M. he was on his wheel for nearly four weeks. A wonderful instance of perseverance under difficulties.

The track is a mere road, and was very sticky in places. The result as follows: J. Wiesenfeld, 1; time, 4h. 9m. 30s., without dismounting; Lewis Hetz, 2; Louis Lucas, 3; E. A. Booz, 4. Hetz is quite a green rider, but a very fine athlete and a powerful man. Lucas's heart is too big for his legs, he will never make a racer. Orem, who failed to secure a place, had not slept a wink all night from anxiety, had no breakfast, changed machines a dozen times, and indulged in a header during the race.

READING, PA., 25 October.—The Reading Bicycle Club, a comparatively new organization, made their formal debut in a series of races on the track of the Berks County Agricultural Society. Nearly 3,000 persons were present. Wheelmen came from different parts of the State and participated in the parade at noon. There were six events. The slow race for a silver alarm bell had five entries, and was won by John H. Milholland. The one-mile race had six entries, and the first prize, a League badge, was won by Fred H. Muhlenberg; second, a silver medal, by W. I. Wilhelm, both of Reading. The two-mile race, for a badge, had ten entries, and, after an exciting contest, was won by Berry Searle, of South Bethlehem. The five-mile contest for a League badge, was won by J. G. Shirk, of Lancaster; second prize, also a badge, was won by Wilhelm, of Reading. The sixth event, a three-mile race, bicycles against horse, J. A. Curtis and Wilhelm alternating each half mile, was won by the horse, who finished a quarter of a mile ahead.

CHICAGO, 28 October.—The bicycle contest ended at midnight. The four leading contestants all succeeded in beating any previous six days' record on the wheel. Prince, the winner, scored a total of 889 miles and 4 laps; Morgan, 883 miles 9 laps; Woodside, 865 miles 10 laps; Shook, 855 miles 1 laps; and Dowse, 770 miles. The race was delayed by the falling of the tent, and the finish was on Sunday, instead of Saturday night.

A. H. ROBINSON, the English amateur, has expressed himself as being dissatisfied with his recent defeat in the ten-mile race for the amateur championship of the United States by George M. Hendee, and has challenged the latter to another race of the same distance. Hendee has, without the slightest hesitation, accepted the challenge, and the race will take place next Saturday afternoon on the Hampden Park track. The prize will be presented by the Springfield Bicycle Club, and will be in the form of a handsome, gold medal, valued at \$200. There is much interest manifested in the event, but the majority of wheelmen feel confi-

dent that Hendee will prove victorious. There will also be a number of other amateur bicycle races of minor importance run on the same day, for gold and silver prizes.

TORONTO, 20 October.—The second annual tournament of the Toronto Club took place to-day at the new Athletic grounds in Rosedale. The races were preceded by a parade of wheelmen.

One-mile, club, — F. J. Campbell (1), 3m. 45s.; H. Ryrie (2), A. Boyd (3).

Slow race, — T. Blatchford (1).

One-mile, — W. G. Ross (1), 3m. 29 $\frac{1}{2}$ s.; F. Westbrook (2).

One-mile, — W. H. Brown (1), 4m. 35s.; F. Boustead (2).

Three-mile handicap, — W. G. Ross (1), 10m. 58 $\frac{1}{2}$ s.; F. Westbrook (1), 10m. 58 $\frac{1}{2}$ s.; J. C. Craib (3). Both riders came down the home-stretch with a wonderful rush, but fast as Westbrook went, Ross went faster. Five yards from the finish, the two were dead level, and they shot like a flash together over the line amid great cheering. Ross slipped a pedal in the last five yards. There was, of course, difference of opinion as to which had won, but the judges decided it a dead heat. The time, 10m. 58 $\frac{1}{2}$ s, is probably the best authenticated Canadian three-mile time. Ross did not care to ride the race over again after the other events, and let the first prize in it go to Westbrook, Ross taking second, and Craib third.

One-mile, — A. F. Webster (1), 4m. 5s.; E. Freeland (2).

Two-mile club championship, — P. E. Doolittle (1), 8m. 9 $\frac{1}{2}$ s.; C. F. Lavender (2).

Half-mile combination, — T. Blatchford (1); A. F. Webster (2).

Five-mile, — W. G. Ross (1), 20m. 8 $\frac{1}{2}$ s.; P. E. Doolittle (2).

Two-mile, — A. Boyd (1), 8m. 54 $\frac{1}{2}$ s.; H. Ryrie (2).

Half-mile, hurdle, — F. Westbrook (1), 3m. 15s.; F. J. Campbell (2).

The officers of the day were as follows:—

Judges, — H. Goulding, J. B. Boustead, and T. H. Robinson.

Time keepers, — R. H. McBride, Ross Mackenzie, and P. D. Ross.

Starter, — J. S. Brierley.

Scorer, — C. E. Lailey.

BINGHAMTON, 16 October.—The members of the Scranton and Montrose (Pa.) Clubs held a race meeting at Binghamton, N. Y.

Half-mile, — Fillmore (1), 1m. 52s.; Merrill (2).

One-mile championship of Binghamton Club, — Chas. E. Titchener (1), 3m. 42 $\frac{1}{2}$ s.; C. E. Rogers (2), 3m. 43 $\frac{1}{2}$ s.; W. Hecox (3).

Half-mile, hands off, — Burt Pressy (1), 2m. 27s.; W. Stone (2).

Three-mile handicap, — Rogers, scratch (1), 13m. 21 $\frac{1}{2}$ s.; Hines (2).

One-mile, — Fillmore (1), 3m. 55s.; Merrill (2).

One-mile, — C. E. Titchener (1), 3m. 30s.; Pressy (2); Chas. F. Frazier (3). Frazier was expected to take this race, and the winner was greeted with the wildest enthusiasm for his victory.

Slow race, — Pressy (1).

Two-mile, — Frazier (1), 7m. 48s.; Pressy (2); Fillmore (3).

Half-mile, consolation, — Lorber (1), 1m. 47s.; Hines (2).

Burt Pressy gave an exhibition of fancy riding.

The judges were Capt. Sanderson, of the Scranton Club, Capt. Tarbell, of the Montrose Club, and Mr. E. Kattel, of the Binghamton Club.

WASHINGTON, 17 October.—Fifteen-mile race: John Keen (1), 49m. 17 $\frac{1}{2}$ s.; J. S. Prince (2), H. W. Higham (3). The time for the other miles was as follows: One, 3m. 14 $\frac{1}{2}$ s.; two, 6m. 29 $\frac{1}{2}$ s.; three, 9m. 47 $\frac{1}{2}$ s.; four, 13m. 5 $\frac{1}{2}$ s.; five, 16m. 20 $\frac{1}{2}$ s.; seven, 22m. 54s.; eight, 26m.

8½s.; nine, 29m. 27s.; ten, 32m. 45s.; eleven, 35m. 59½s.; twelve, 39m. 17s.; thirteen, 42m. 38s.; fourteen, 45m. 59½s.

ROCHESTER, N. Y., 19 October. — The fifth annual tournament was held to-day.

One-mile, — C. A. Smith (1), 3m. 36s.

Two-mile, — G. Curtis (1), 8m.

Three-mile club, — A dead heat between C. A. Smith and A. Freatman, 11m. 43s.

Half-mile run and ride, — Lennox (1), 2.32½s.

Hurdle race, — R. A. Punnett (1), 3m. 56½s.

Relay race, — Barnum's team.

Two-mile, — A. Schirck (1), 7m. 31½s.

Three-mile championship, — Smith (1), 11m. 14s.; Freatman (2).

PRINCE wants to try it on with Keen once more, and has made a deposit for a fifteen-mile race for \$500 a side, to take place 12 November.

If any man can beat Pressy with hands off we would like to see him.

WHEEL CLUB DOINGS

YORK COUNTY WHEELMEN, Saco and Biddeford, Me.: President, Edward Etchells; vice-president, Walter Mitchell; secretary and treasurer, J. V. Dennett; captain, R. A. Fairfield; lieutenant, E. G. Dearborn.

THE Salem Bicycle Club will give an assembly in Hamilton Hall, Tuesday evening, 13 November.

THE Marblehead Club has decided not to hold a hill-climbing contest this season. The club has discovered that it will not be necessary to go to Corey Hill to find a difficult ascent, for the way leading to the door of its headquarters is a hill so rough and steep that no wheel has been able to surmount it.

THE annual ball and social entertainment of the Hartford Wheel Club will probably take place 20 November.

THE Hawthorne Bicycle Club has perfected arrangements for a 100-mile road ride, Thursday, 1 November. The route will be from Salem to South Natick and return, and through the Newtons for a sufficient distance to make the 100 miles. The run is not so much intended for an attempt to make fast time as it is to show how many of the members are able to make such a long run in one day.

THE Harvard Bicycle Club has commenced its annual reorganization in an admirable way, and matters look more promising and lively than ever before. The "hare and hounds" runs on bicycles have been very successful.

THE Harvard Bicycle Club riders were compelled to abandon the run to Newburyport last week on account of the rain and muddy roads.

A CLUB has been organized in Newark, N. J., which will be known as the New Jersey Wheelmen, and Zacharias & Smith's bicycle school is the headquarters. On Tuesday, 16 October, over fifty members met and elected W. T. Parsons president; J. S. Dustin, vice-president; J. C. Willever, secretary and treasurer; C. H. Zacharias, captain; J. C. Northrop, first lieutenant, and C. Jones, second lieutenant.

NEW YORK BICYCLE ROOMS. — The building of the New York Bicycle Club is on the southeast corner of Broadway and Fifty-seventh street. It is a very plain, unpretentious structure, and on the outside bears little evidence of the comfort within. It is of brick, three stories high, and is of the shape of a trapezoid. The large room on the ground floor is devoted to the storage of machines. A long row of shining bicycles line the southern wall, and the rest of the room is filled with tricycles. Back of the storage-room are closets, sinks, and other conveniences. The walls of all of this floor are freshly painted. A neatly carpeted stairway leads

to the second story. In front is the meeting-room. The floor is covered with Brussels carpet, expensive paper hangs on the walls, and rich curtains, caught up by brass chains, screen the windows. The long table in the centre and the chairs are of carved ash. An upright piano stands at one end of the room, and bicycling pictures are on the walls on every side. Immediately adjacent is the dressing-room, with tiers of spacious closets. Next to that is the bath-room, with every convenience for bathing. The third floor is occupied by the janitor, who takes care of the building and looks out for the machines. The club pays \$600 rent a year. The location is very convenient to the boulevards, being within two short blocks of the macadamized road.

CYCLISTS' TOURING CLUB.

Founded (as the B. T. C.) in 1878.

Is an organization of wheelmen, not local or national merely, but broadly international, and having a membership some 10,000 strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50; afterwards 85 cents per annum. Applications should be sent (preferably through a State or city consul) to Frank W. Weston, chief consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address on receipt of a stamped, directed envelope.

NOTICE. — The chief consul (who has now returned from England and is ready to hear from any member desiring information), wishes to call particular attention to resolutions Nos. 410 and 411 in the *Club Gazette* for October, pages 353 and 354. The appointment of a sub-committee by the American membership, to confer with the chief consul and aid him in the accomplishment of the purposes of the resolution, would be gratefully received.

THE NEW C. T. C. UNIFORM. — Full information on this important subject can be found in the C. T. C. column of THE BICYCLING WORLD of 15 June last, page 70. Every member can and should now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the cloth for tricycling costumes as wanted.

PHOTOGRAPHS, large size, showing front and back view of the new uniform, can be had by sending ten three-cent stamps to "Partridge," photographer, 2832 Washington street, Boston, Mass.

THE CLUB HANDBOOK. — Members can now obtain the new handbook for 1883 by sending a P. O. order for thirty cents to the chief consul.

THE NEW BADGES. — The chief consul has now on hand a large supply of these badges, in sterling silver; price, \$2.00 each.

THE ANNUAL HARROGATE MEET. — This important and enjoyable annual gathering of cyclists will take place in 1884, on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to be present. A party of cyclists will be formed to sail on Saturday, 22 July, 1884, and the U. S. chief consul will be happy to afford information to all who may be interested.

APPLICATIONS FOR MEMBERSHIP. — Chas. H. Potter, 99 Superior street, Cleveland, Ohio; J. E. Savill, 13 Walnut avenue, Boston, Mass.; N. H. Van Sicklen, 161 Wabash avenue, Chicago, Ill.; Van Dupuy, Box 666, Ironton, Ohio.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

H. M. G., Philadelphia. — See article on "Change in Fashion" in WORLD of 26 October.

J. L. L. — The carrier is made to attach to the head of the machine. It can be carried in the hand as a shawl strap.

JUSTICE. — See special number of WORLD for decisions regarding the rights of bicyclists.

WINTER. — Give the machine a good coating of vaseline and it will not rust.

H. N. — We are always glad to get cycling news, but want it boiled down to a statement of facts.

RIDER. — We know of no work on fancy riding. Get an instructor.

B. U. — The Bicycle Union has no badge.

VICTOR. — We use a bell on the brake-shank as well as the hand-hold. This requires two bells. If you have but one, try it on the brake and you can then signal your approach whether the brake is on or not.

LADY RIDER. — The Overman Wheel Company make a shield which encloses the feet except in front.

JULIUS WILCOX. — Your circular is timely and well gotten up. We believe the Facile will prove itself a good machine for winter riding.

FIXTURES

Tuesday, 5 November:

Boston Bicycle Club, election returns at club-house.

Tuesday 13 November:

Salem Bicycle Club, assembly in Hamilton Hall.

Tuesday, 20 November:

Hartford Wheel Club, annual ball and social.

Friday, 23 November:

Cambridge Club, annual reception.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

\$50. FOR SALE. A Union bicycle, 50-inch, in perfect order, used only three months, guaranteed as represented. Address, C. W. GREEN, 130 Seventh street, Brooklyn, E. D., N. Y.

FOR SALE. — Victor Rotary tricycles, new, never uncrated, will sell them at \$125, cash. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. — One 48-inch Standard Columbia, excellent order; price, \$50. M. D. GILLET, Springfield, Mass.

FOR SALE. — One 56-inch full-nickelled Expert, been run about one hundred miles, will warrant it as good as new, will sell it for \$115 cash. ALBERT CHAPEN, Box 217, Springfield, Mass.

FOR SALE. — A 52-inch full-nickelled Expert, latest pattern, been run about ten miles, exactly as good as new; am obliged to sell on account of sickness; price, \$117 50. CHAS. BRECK, Springfield, Mass.

WANTED. — A first-class bicycle and tricycle repairer. Only those who thoroughly understand their business need address, with references, WORK, care of BICYCLING WORLD.

TO ALL RIDERS

— OF THE —

AMERICAN STAR.

We manufacture one of the best Tool Bags made, just the one, and the only one made expressly for the "STAR." Send for sample bag; it will please you. By mail, \$2.00. Our STAR LAMP will be ready within a few days.

ZACHARIAS & SMITH,

ORATON HALL,

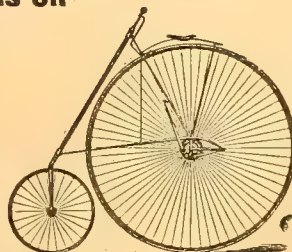
NEWARK, N. J.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small diamonds, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.



Springfield Meet Tricycle Races

—WERE ALL WON ON—

Victor Tricycles.

ONE-MILE CHAMPIONSHIP RACE.

W. W. STALL, riding a "Victor"	3 min. 33 sec.
A. G. POWELL, " "	3 " 34 1-5 "
L. H. JOHNSON, " "	3 " 34 3-5 "
C. D. VESEY, " "Coventry Rotary"	3 " 48 "
— WOOD, " "American Roadster"	Distanced.

FIVE-MILE RACE.

L. H. JOHNSON, riding a "Victor"	18 min., 35 sec.
A. G. POWELL, " "	18 " 38 "
T. MIDGELY, " "Columbia"	18 " 51 "

Illustrated Catalogue 3 Cents.

MAKERS, OVERMAN WHEEL CO. - - - HARTFORD, CONN.

FIRST and ONLY exclusive Tricycle Makers in America.

THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except fellows, which are painted and striped as above . . . \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL IMPROVED

AMERICAN STAR BICYCLE,**STALL & BURT,**

Agents.

Also Agents for VICTOR TRICYCLE and SANSPAREIL BICYCLE.

509 Tremont St., Odd Fellows' Hall,

BOSTON, MASS.

